

Rezoning Transportation Analysis

Petition Number: 2017-019

General Location Identifier: 199-59-109, 199-24-126

From: Kelsie Anderson, PE
Kelsie.Anderson@charlottenc.gov
704-432-5492

Staff Reviewer: Carlos Alzate
calzate@charlottenc.gov
704-432-0672

CDOT's review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP) which seeks to ensure that the City's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users.

This document is primarily for communication to Planning Department staff as part of the overall City staff analysis of the rezoning petition and includes an overall summary of the case from a transportation perspective, information on trip generation, and resolved or outstanding site plan concerns. Additional advisory information about the driveway permit process is provided for information only.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

To be provided prior to public hearing.

General Description

Site is located Steele Creek Rd/HWY 160 (major thoroughfare) between Outlets Blvd., a local street, and I-485 interchange.

Site is located in a Wedge outside Route 4.

Westside Strategy Area Plan and Dixie Berryhill Strategic Plan

Required Traffic Impact Analysis was performed by the petitioner. NCDOT is currently reviewing the study.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	Single Family (12.52 acres of R-3)	37 dwellings	2130	General Guidance from Planning and RZ 2013-001
	Retail (0.92 acres of CC)	12,000 sf		
Proposed Zoning	Office	50,000 sf	15,871	Traffic Study: Steele Trojan
	Retail	6,000 sf		
	Convenience Store w/ Gas Pumps	16 full pumps		
	High-Turn. Sit-Down Restaurants	16,500 sf		
Fast Food Restaurant w/ Drive-Thru	6,500 sf			

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Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future curbline will be determined prior to public hearing.

Resolved Issues

N/A

Outstanding Issues

1. The submitted traffic impact study does not adequately mitigate the transportation impacts of this development. The majority of the mitigations proposed were also proposed as part of the Charlotte Premier Outlets traffic study and were rejected by CDOT because the mitigations were unbalanced to favor vehicular movement. CDOT's goal is to provide a balance between vehicles, public transit, bikes, pedestrians and any other forms of transportation.

The petitioner should revise the traffic study to provide alternative, feasible mitigations to help alleviate the traffic created by the development and/or reduce the development intensity so that it can be accommodated within the existing transportation system.

Furthermore, rezoning petition 2017-023 is located on Steele Creek Rd and the traffic generated will affect the same study area. A traffic study is required for this case as well. CDOT requests both rezoning cases coordinate traffic studies and mitigations.

2. The petitioner should revise the site plan to show 8 foot planting strip, 6 foot sidewalk, buffered bike lanes (3 foot buffer, 5 foot bike lane) on Steele Creek Rd/HWY 160.
3. The petitioner should remove note "f" in the Access and Transportation section. It does not pertain to this petition.
4. The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of all rights of way to the City before the site's first building certificate of occupancy is issued. CDOT requests right of way set at 2' behind back of sidewalk.
5. The petitioner should revise the site plan to add a note specifying all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued or phased per the site's development plan.

Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles (and two 10' x 70' sight triangles on North Carolina Department of Transportation on NCDOT maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance(s). Such items should be identified on the site plan.
3. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and the North Carolina Department of Transportation on NCDOT maintained

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streets) for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

4. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT prior to the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

Revision Log

Date	Description	By
12-15-16	First Review	CAA