

Rezoning Transportation Analysis

Petition Number: 2022-134

General Location Identifier: 19959109, 19924126, 19924125, 19924124, 19924123, 19924122, 19924302, 19924306, 19924307, 19924308, and 19924391

From: Jake Carpenter, PE

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Reviewer:

Patrick Monroe

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Revision Log:

Date	Description
01-26-23	First Review (PDM)
02-22-23	Second Review (JP)

General Review Information

The petition is located on the west side of Steele Creek Road, a State-maintained major throughfare north of Outlets Boulevard, a City-maintained local street. The petition is located in the Lake Wylie wedge outside of Route 4, and within the Steele Creek Area Plan.

Active Projects Near the Site:

- NA

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is 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

The petition is located on the west side of Steele Creek Road, a State-maintained major throughfare north of Outlets Boulevard, a City-maintained local street. A Traffic Impact Study (TIS) is not required for this site due to the site not generating more than 2,500 additional trips. The proposed site plan will generate the equivalent estimated trips that is currently entitled under the existing zoning which included a TIS. Site plan and/or conditional note revisions are needed to include the CDOT standard rezoning notes. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	<i>Tax Record</i>
Entitlement with Current Zoning	General Office Retail High-Turn. Sit-Down Res. Coffee/Donut Shop w/Drive-Thru	50,000 SF 6,000 SF 27,500 SF 1,500 SF	6,595	<i>General Guidance from Planning & RZP# 2017-019</i>
Proposed Zoning	General Office Retail High-Turn. Sit-Down Res. Coffee/Donut Shop w/Drive-Thru	50,000 SF 6,000 SF 27,500 SF 1,500 SF	6,595	<i>Site Plan: 03-9-22</i>

Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

Outstanding Issues

~~Strikethrough~~ = Resolved

1. **Traffic Study:**

A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating the equivalent number of estimated trips per the entitlement with the existing zoning. A TIS was previously approved for the existing zoning, and the required traffic mitigation improvements have been carried over to this petition.

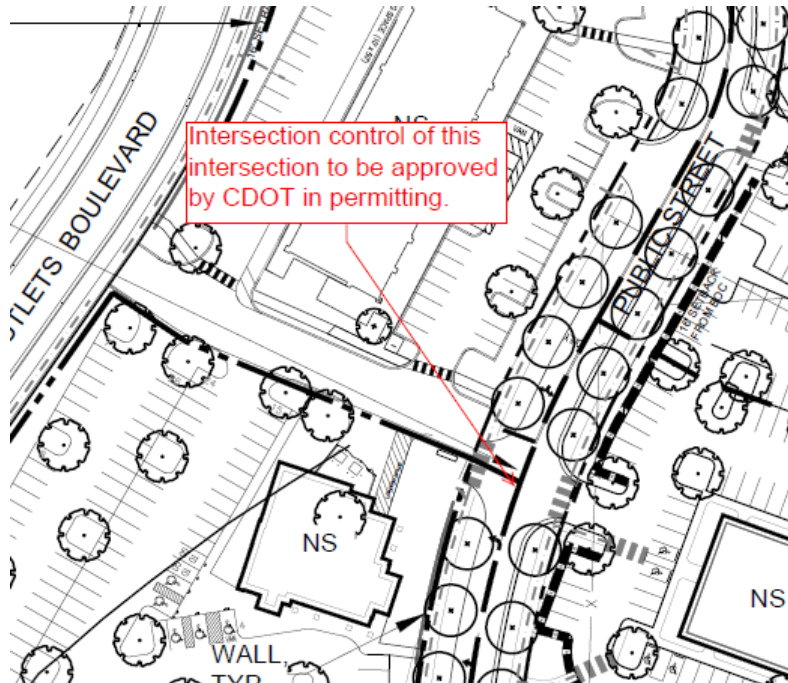
~~2. Provide documentation from rezoning petition #2017-019 that the \$250,000 financial contribution commitment has been satisfied or add a conditional note committing to the same contribution.~~

3. Add callout and conditional note for the proposed intersection control to be approved by CDOT during permitting for the below intersection.

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Clarifying Comment from 2-22-23: Add conditional note and callout

4. Add a conditional note specifying "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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements."

Clarifying Comment from 2-22-23: Add conditional note

5. Add a conditional note specifying "the Petitioner shall dedicate and convey in fee simple all rights-of-way to the City before the site's first building certificate of occupancy is issued. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible."

Clarifying Comment from 2-22-23: Add "CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible." at the end of the conditional note

- ~~6. Add conditional note specifying "All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad south western Mecklenburg area, by way of a private/public partnership effort or other public sector project support."~~

Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

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1. 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, per the City of Charlotte's Driveway Regulations.
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 NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall 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 NCDOT on NCDOT-maintained 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 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. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link: <https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>