

Rezoning Transportation Analysis

Petition Number: 2022-216

General Location Identifier: 05322402, 05322401, 05322405, 05322403, 05322406, and 05322404.

From: Jake Carpenter, PE

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Reviewer:

Patrick Monroe

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704-301-1411

Revision Log:

Date	Description
05-24-2023	First Review (JP)
11-27-2023	Second Review (TP)

General Review Information

The petition is located on the north side of Centergrove Lane, a State-maintained local street, west of Sam Wilson Road, a State-maintained minor thoroughfare. The petition is located in a north wedge outside of Route 4, within the I-485 Interchange Analysis Study.

Active Projects Near the Site:

- Project Square Grooves (RZP-2020-049)
 - Private development located along Centergrove Lane

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 site is located on the north side of Centergrove Lane, a State-maintained local street, west of Sam Wilson Road, a State-maintained minor thoroughfare. A Traffic Impact Study (TIS) is required for this site and was approved by CDOT on 11-27-2023. Site plan and/or conditional note revisions are needed including labeling and dimensioning right-of-way/curb and gutter elements from centerline.

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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	Single Family Retail (R-3 & B-2, 3.55 acres)	2 Dwelling Units 39,150 SF	1,905	<i>General Guidance from Planning</i>
Proposed Zoning	Convenience Store/ Gas Station (I-1, 3.55 acres)	5,160 SF	6,405	Site Plan: 11-16-22
Proposed Zoning	Convenience Store/ Gas Station (I-1, 3.55 acres)	5,312 SF	6,815	<i>Site Plan: 02-01-23</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. Curblines:

- Sam Wilson Road:** Location of curb and gutter to be moved to 30 feet from roadway centerline to accommodate the Charlotte Streets Map with a roadway typical section of a 4+ avenue with a 12-foot multi-use path.

NOTE: Additional distance from center line to back of curb may be required in locations where a median and turn lanes are required. Final curblines locations to be reviewed by CDOT once TIS is approved.

Label and dimension the curb and gutter from the centerline for each road on the site plan.

Clarifying comment 11.27.2023: Label and dimension curb and gutter from roadway centerline on Sam Wilson.

2. ~~Traffic Study:~~

~~A Traffic Impact Study is required for the complete review of this petition due to the site generating more than 2,500 daily trips and/or triggering other City TIS requirements. CDOT has received the submitted TIS and is currently reviewing the petition. Additional comments will be provided on the rezoning plan once the TIS is approved.~~

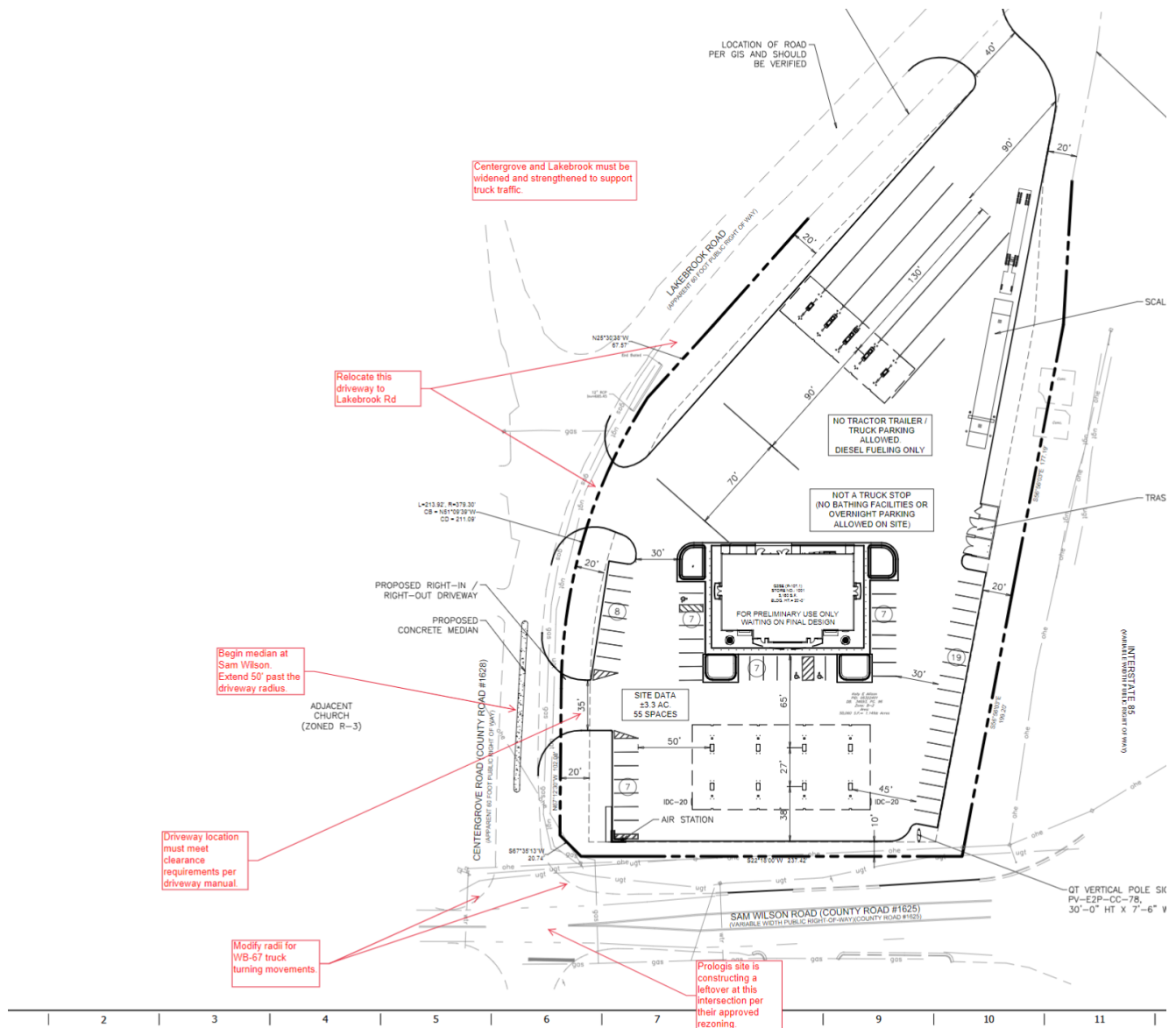
~~Staff will receive the petition and begin review, but the public hearing will not be scheduled until the TIS is approved to allow for the minimum time necessary for CDOT to review the study and reach agreement with the petitioner on the required transportation commitments. Any agreed upon commitments shall be included on the last site plan submitted no fewer than 4 weeks prior to the public hearing. Therefore, additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT (and NCDOT).~~

3. ~~Per coordination with NCDOT address the below access management comments.~~

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4. Revise site plan and conditional note(s) to commit to dedicate 35 feet of right-of-way from the road centerline on Sam Wilson Road. The site plan shall label and dimension the right-of-way from the road centerline.

Clarifying comment 11.27.2023: Label and dimension right-of-way from roadway centerline on Sam Wilson.

5. ~~Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 6 foot sidewalk on Centergrove Lane and Lakebrook Road per Chapter 19. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement. Install curb and gutter per CLDM U-06 for local industrial wide typical section.~~

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- ~~6. Revise site plan and conditional note(s) to commit to construct bicycle facilities on Sam Wilson by installing a 12' multi-use path and 8' planting strip to meet the Council-adopted Charlotte BIKES Policy. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements.~~
- ~~7. 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."~~
- ~~8. 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."~~
- ~~9. Add a conditional note specifying "All transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes."~~
- ~~10. 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 northwestern Mecklenburg area, by way of a private/public partnership effort or other public sector project support."~~
11. Revise site plan and conditional note(s) to construct 8-foot planting strips and 6-foot sidewalks on Centergrove Lane and Lakebrook Road and a 12-foot multi-use path on Sam Wilson Road. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement. Add conditional note The entire facility must be outside of the right of way and within a public access easement. Add conditional note committing to construction and maintenance of the 6-foot sidewalk on Centergrove Lane and the 12-foot multi-use path on Sam Wilson Road.

Clarifying comment 11.27.2023: Add conditional committing to maintenance of 6-foot sidewalk on Centergrove Lane.

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.

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 50' x 50' 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.

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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>