

# Rezoning Transportation Analysis

Petition Number: 2024-027

General Location Identifier: 16102711

From: Jake Carpenter, PE

Jacob.Carpenter@charlottenc.gov

980-221-5675

Reviewer:

Natalie King, PE

Natalie.King@charlottenc.gov

980-417-0206

## Revision Log:

Date	Description
3-27-24	First Review (NK)
4-24-24	Second Review (NK)

## General Review Information

The petition is located adjacent to Pierson Drive, a City-maintained local street, south of Independence Boulevard, a State-maintained expressway. The petition is located in a southeast corridor outside of Route 4, within the Independence Boulevard Area Plan.

## Active Projects Near the Site:

- CIP - LYNX Silver Line
  - Project ID: 04000
  - Location Description: Proposed Light Rail project from Central Piedmont Community College in the Town of Matthews to Monroe Road and Independence Boulevard through Uptown Charlotte then along Wilkinson Boulevard to the City of Belmont
  - Project Description: Proposed LYNX Silver Line light project from the Town of Matthews through Southeast and West Charlotte to the City of Belmont
  - Project Type: Transit; Project Phase: Design; PM: Andy Mock - [amock@ci.charlotte.nc.us](mailto:amock@ci.charlotte.nc.us)
- CIP - South Pedestrian and Bike Boulevard
  - Project ID: PMES171506
  - Location Description: Parallel to Independence Boulevard from the Briar Creek Greenway to Mason Wallace Park
  - Project Description: Create a shared-use path south of and roughly paralleling Independence Boulevard from the Briar Creek Greenway to Mason Wallace Park.
  - Project Type: Pedestrian and Bike
  - Project Phase: **Cancelled**;
  - Anticipated Completion Date: TBD
  - PM: Jonathan Hamrick - [Jonathan.Hamrick@CharlotteNC.gov](mailto:Jonathan.Hamrick@CharlotteNC.gov)
- TIP - Independence Boulevard (US 74/ NC 27)
  - Project Limits: I-277 (Belk Freeway) to west of Idlewild Road
  - TIP Number: U-6103
  - Advanced Project Description: Construct an additional managed lane in the median. Replaces U-5526 project. This project will allow for two-way managed lane operations at all times.
  - ROW Year: Undetermined; Construction Year: Undetermined

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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

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*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.*

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

## Transportation Summary

The site is located adjacent to Pierson Drive, a City-maintained local street, south of Independence Boulevard, a State-maintained expressway. A Traffic Impact Study (TIS) is not required for the site due to the development generating site trips under ordinance thresholds and not meeting additional TIS triggers. Site plan and/or conditional note revisions are needed to dedicate ROW, and add ROW conditional note. Further details are listed below.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation			Source
			Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	
Existing Use	Free-Standing Discount Superstore	149,295 SF	7,543	278	646	<i>Tax Record</i>
Entitlement with Current Zoning	Free-Standing Discount Superstore (CC, 18.66 acres)	149,295 SF	7,543	278	646	<i>General Guidance from Planning &amp; RZ 2006-050</i>
Proposed Zoning	Free-Standing Discount Superstore Addition (CC SPA, 18.66 acres)	6,000 SF	303	11	26	<i>Site Plan: 02-26-24</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:**

a. ~~Independence Boulevard~~: The future location of curb and gutter is in its existing location.

~~Independence Boulevard is a limited access street according to the streets map and does not require streetscape modifications.~~

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

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~~Pierson Drive: The future location of the back of curb and gutter is 17.5' from the road centerline.~~

~~Pierson Drive is a collector street with 8' planting strip and 6' sidewalk as shown in CLDSM detail U-07A.~~

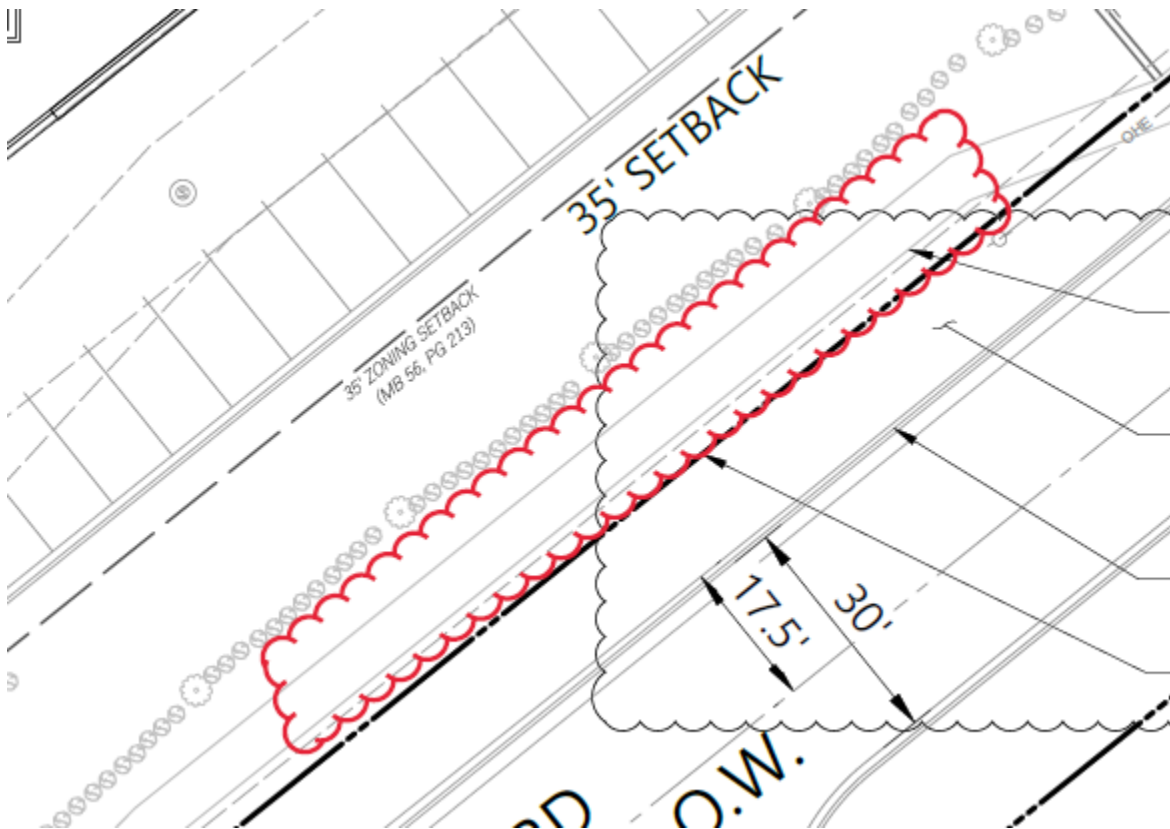
~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

## 2. ~~Comprehensive Transportation Review (CTR):~~

~~A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating site trips under ordinance thresholds found in the Charlotte Streets manual Table 3.1 and/or not triggering any other City TIS requirements.~~

- ~~Revise site plan and conditional note(s) to commit to dedicate 33.6' of right-of-way from the Pierson Drive road centerline. The site plan shall label and dimension the right-of-way from the road centerline.~~

**Clarifying Comment 4.24.24:** The current ROW does not completely encapsulate the existing sidewalk. The ROW must come to the back of the existing sidewalk and either ROW or SUE need to extend 2' out from the back of the sidewalk.



- ~~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."~~

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~~5. Revise site plan and conditional note(s) to commit to installing an 8' planting strip and 6' sidewalk along Pierson Drive per UDO article 32.7.~~

~~6. Update conditional note shown below to reflect 33.6' of right of way from the Pierson Drive road centerline:~~

~~A. DEDICATION AND RESERVATION OF STREET RIGHT-OF WAY TO CITY/NDOT.~~

~~N/A~~

7. 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."

~~8. 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 approved by CDOT and explicitly described in site plan notes.~~

~~9. If adjacent to NCDOT road: 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 eastern 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.

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 Unified Development Ordinance.
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 to comply with City of Charlotte Unified Development Ordinance regulations.
4. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.

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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>