

# Rezoning Transportation Analysis

Petition Number: 2019-128

General Location Identifier: 19907102, 19907105, 19907101, 19951106, 19905101, 19905107

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## Revision Log:

Date	Description
10-21-2019	First Review
06-26-2020	Second Review

## General Review Information

The site is bound by Shopton Road (minor thoroughfare, state maintained), Sledge Road (minor thoroughfare, state maintained), and Steele Creek Road (major thoroughfare, state maintained). The site is in a wedge outside Route 4 and is within the limits of the Steele Creek Area Plan.

## Active Projects Near the Site:

- Steele Creek Road (NC 160) U-5766
  - The project will widen NC 160 to a 4-way divided street section, with shared use paths and planting strips on both sides.

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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.

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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.

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

## Transportation Summary

The site is bounded by two minor thoroughfares and a major thoroughfare all are maintained by NCDOT. The petitioner is required to perform a traffic impact study to mitigate for the proposed development. Once the traffic impact study is submitted additional comments will provided to the petitioner. The petitioner should revise the site plan to meet the city ordinance requirements and the outstanding items listed below.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	3 dwellings	30	Tax Record
Entitlement with Current Zoning	Single Family (271.6 ac of R-3)	814 dwellings	7,150	General Guidance from Planning

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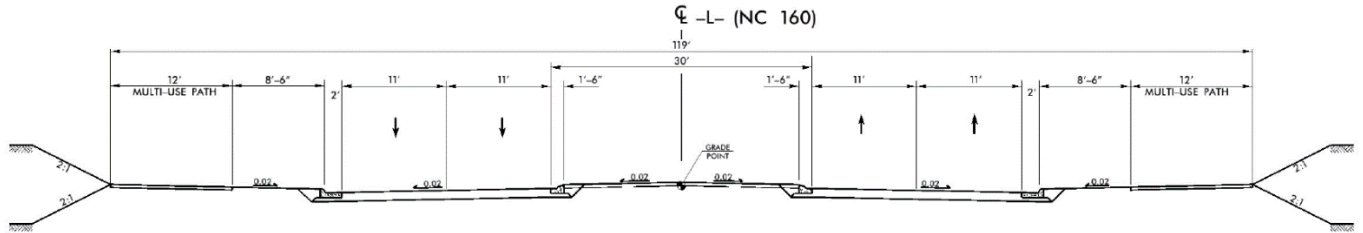
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Proposed Zoning	Recreational Community Center Sr Adult Housing Assisted Living Single Family	13,000 sf  70 dwellings 50 dwellings 545 dwellings	6,310	Traffic Study Scope: 07-17-19
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## Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
  - a. **Steele Creek Road:** The future location of curb and gutter will be constructed within the Steele Creek Road (NC 160) U-5766 project. The public meeting map and proposed cross section are provided below for reference.



## TYPICAL SECTION

-L- (NC 160)

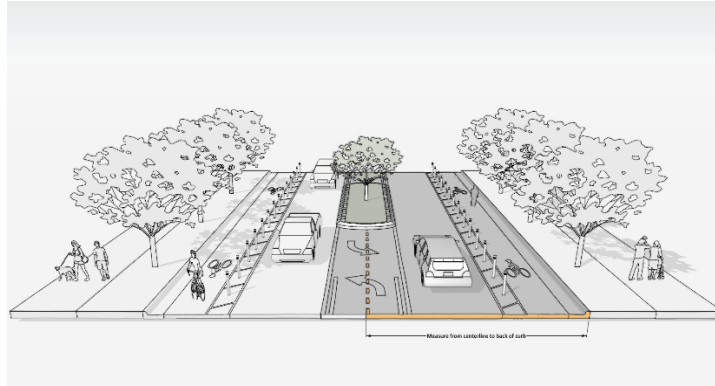


- b. **Sledge Road:** Location of curb and gutter should be moved to 27 feet from existing centerline, to accommodate for the Comprehensive Transportation Plan's recommended thoroughfare improvements for a future 2-way divided buffered bike lane cross section. The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road.

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- c. **Shopton Road:** Location of curb and gutter should be moved to 30 feet from existing centerline, to accommodate for the Comprehensive Transportation Plan's recommended thoroughfare improvements for a future 4-way divided (USDG Avenue) roadway section.



2. **Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition. The petitioner has not finalized the TIS scope with CDOT and NCDOT. Transportation improvements are to be determined, and future additional comments should be expected. The petitioner shall update Conditional Notes 4.I. Transportation Improvements and Access: Proposed Improvements and Conditional Note 4.II.b. Standards, Phasing and Other Provisions (Phasing), to include the transportation improvements and phasing.

Staff will receive the petition and begin work on it, but the public hearing will not be scheduled until the TIS is received. This will allow for the minimum time necessary for CDOT to review and approve the study and reach agreement with the petitioner on the required transportation commitments, and have them 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.

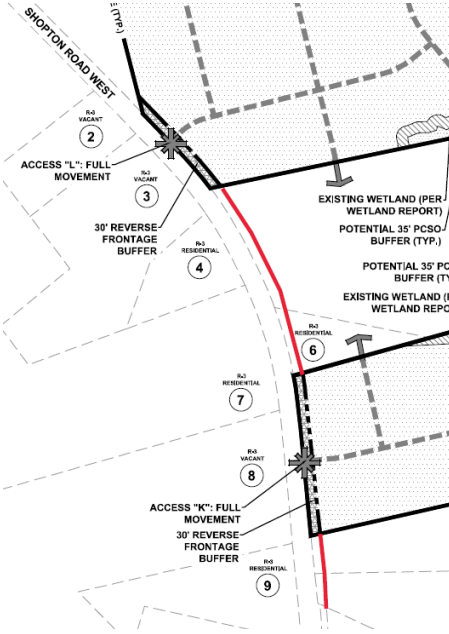
3. The petitioner should revise the site plan and conditional note(s) to commit to dedicate 43 feet of right-of-way from the existing Sledge Road centerline. The site plan should label and dimension the right-of-way from the road centerline.
4. The petitioner should revise the site plan and conditional note(s) to commit to construct an 8-foot planting strip and 6-foot sidewalk along the frontage of Sledge Road. The site plan should label and dimension both items from the back of curb and gutter and road centerline.

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5. The petitioner should revise the site plan and conditional note(s) to commit to dedicate 52 feet of right-of-way from the existing Shopton Road centerline, for a future 4-lane divided roadway section that will accommodate an 8' planting strip and 12' multi-use path.
6. The petitioner should revise the site plan and conditional note(s) to commit to construct a 6-foot sidewalk along of the frontage of Shopton Road and to establish a connection to the existing sidewalk stub provided by the existing Waterlyn Subdivision. The site plan should label and dimension both items from the back of curb and gutter and road centerline.

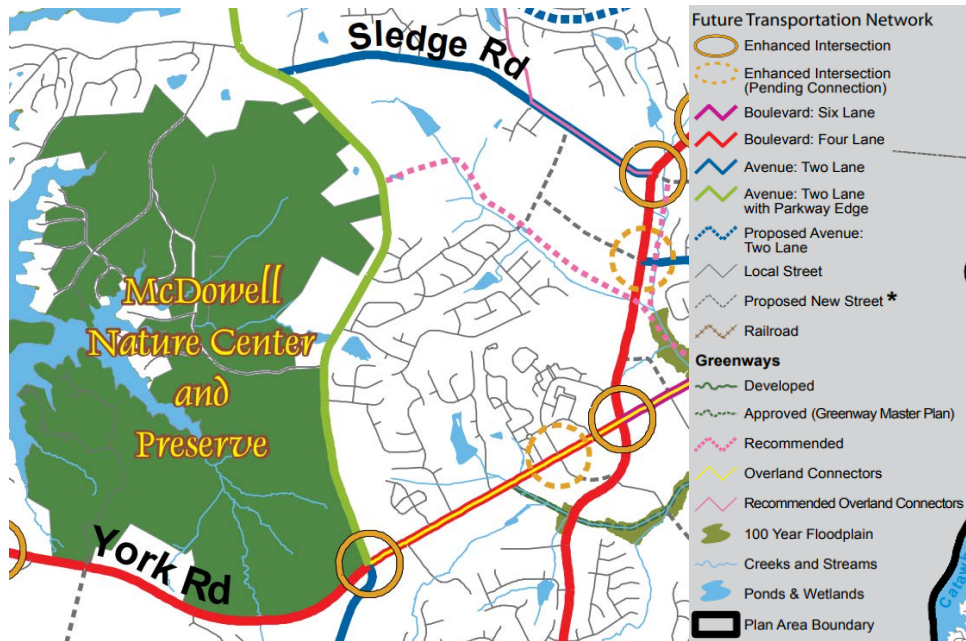


7. The petitioner should revise the site plan and conditional note(s) to commit to dedicate 61 feet of right-of-way from the existing Steele Creek Road centerline, to account for an additional 2-feet from the back of the proposed multi-use path.
8. The petitioner should revise the site plan and conditional note(s) to commit to donating a temporary construction easement to NCDOT, when NCDOT proceeds with real estate acquisitions to construct the NC-160 (U-5766) STIP, along the development's frontage of Steele Creek Road.
9. The petitioner should revise the site plan and conditional note(s) to commit to construct a 12-foot multi-use path along of the frontage of Steele Creek Road 47.5-feet from existing centerline. The site plan should label and dimension both items from the back of curb and gutter and road centerline.
10. The petitioner should revise the site plan and conditional note(s) to specify each proposed street's USDG cross section.
11. The petitioner should revise the site plan and conditional note(s) to propose the recommended greenway alignment to the McDowell Nature Center and Preserve, per the Council-adopted Steele Creek Area Plan.

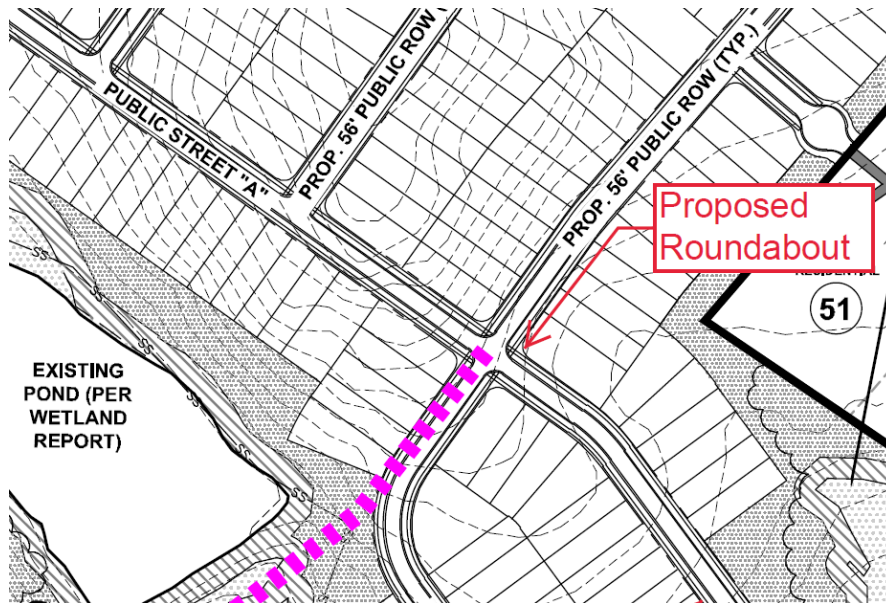
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- The petitioner should revise the site plan and conditional note(s) to incorporate a proposed mini-roundabout on proposed Public Street "A."

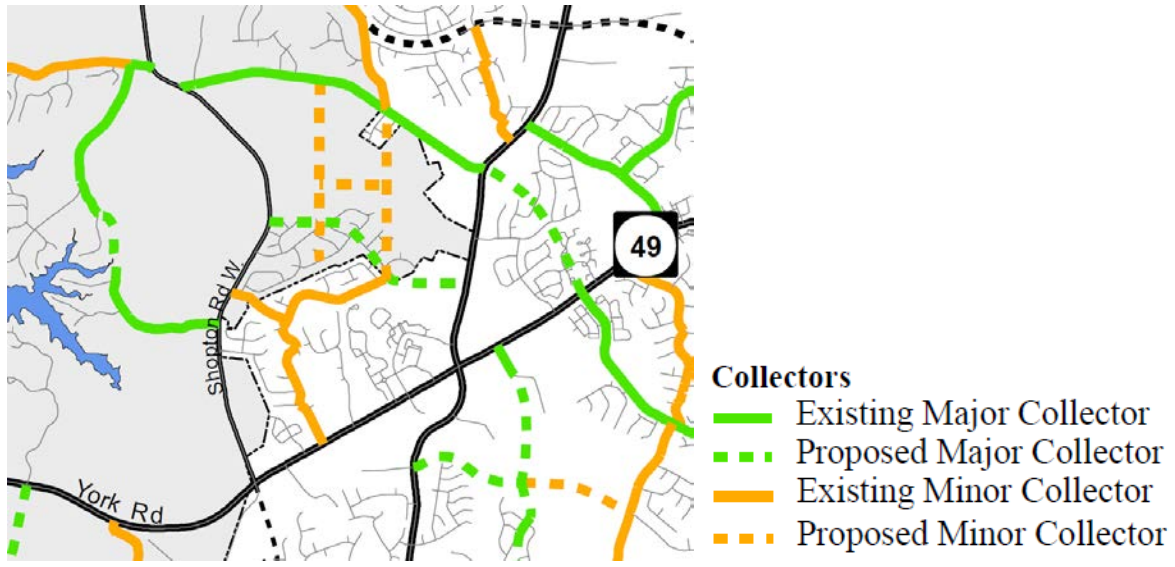


- The petitioner should revise the site plan and conditional note(s) to revise Public Street "A" to a Local Collector Street Section, per CLDSM U-07, as required by Sec. 20-23(k) of the Subdivision Ordinance and the City-council adopted Collector Street Map. In-lieu of the proposed 10-foot multi-use path, a 12-foot multi-use path should be provided along the western streetscape to provide an overland connector to the recommended greenway alignment to the McDowell Nature Center and Preserve.

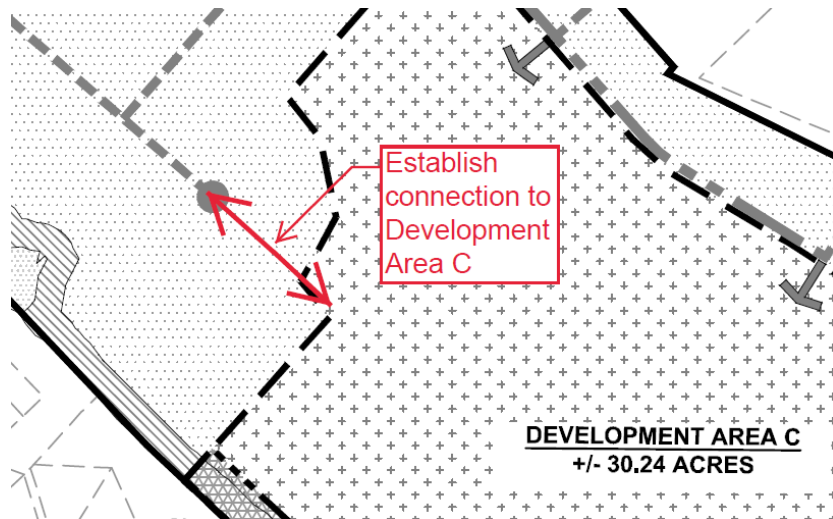
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14. The petitioner should revise the site plan and conditional note(s) to establish a street connection to "Development Area C."



15. 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 where feasible.
16. 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. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.
17. The petitioner should revise conditional note 4.II.d. Standards, Phasing and Other Provisions (Right-of-way Availability) to include that the City will not release CO holds until transportation improvements are completed, in accordance with the proposed phasing of transportation improvements that will be outlined within the future approved TIS. The petitioner should open correspondence with affected property owners and seek real estate acquisitions immediately after attaining an approved TIS. The petitioner should compile a correspondence record to prove a good-faith effort.

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## 18. Resolved Sample format for comment that is resolved

### 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. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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.
3. 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.
4. 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 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.