

# Rezoning Transportation Analysis

Petition Number: 2020-109

General Location Identifier: 23105401

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**Reviewer:**

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980-475-1113

## Revision Log:

| Date     | Description        |
|----------|--------------------|
| 09-18-20 | First Review (LJ)  |
| 10-19-20 | Second Review (LJ) |
| 11-30-20 | Third Review (LJ)  |

## General Review Information

The site is located on McKee Road (major thoroughfare, State-maintained) southwest of the NCDOT bridge that crosses over I-485 Inner Hwy. The site is in a wedge and is outside of Route 4. The site is adjacent to an I-485 Express Lane Project.

## Active Projects Near the Site:

- I-485 Express Lanes (NCDOT), TIP# I-5507 Project
  - The I-485 Express Lanes project will add one express lane in each direction along I-485 between I-77 and U.S. 74 (Independence Boulevard). The project will also add one general-purpose lane in each direction along I-485 between Rea Road and Providence Road.
  - Completion 2022 per following website: <https://www.ncdot.gov/projects/i-485-express-lanes/Pages/default.aspx>

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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 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 on McKee Road, a major thoroughfare (State-maintained) road. There are numerous ordinance requirements that need to be addressed for this site, including curblin and sidewalk and planting strip requirements. CDOT requests a Multi-Use Path in lieu of a sidewalk as recommended in the Charlotte BIKE Policy. Other clarifications are needed on the site plan, including site triangles, verification that ISD meets NCDOT standards, realigning a crosswalk, and a note about improvements required prior to the site's first building certificate of occupancy.

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## Trip Generation

| Scenario                        | Land Use                        | Intensity | Trip Generation (vehicle trips/day) | Source                            |
|---------------------------------|---------------------------------|-----------|-------------------------------------|-----------------------------------|
| Existing Use                    | Vacant                          | -         | -                                   | -                                 |
| Entitlement with Current Zoning | Single Family (R-3, 2.33 Acres) | 6 Units   | 80                                  | General Guidance from Planning or |
| Proposed Zoning                 | Townhomes                       | 18 Units  | 95                                  | Site Plan: 10-12-20               |

Please provide responses to our comments.

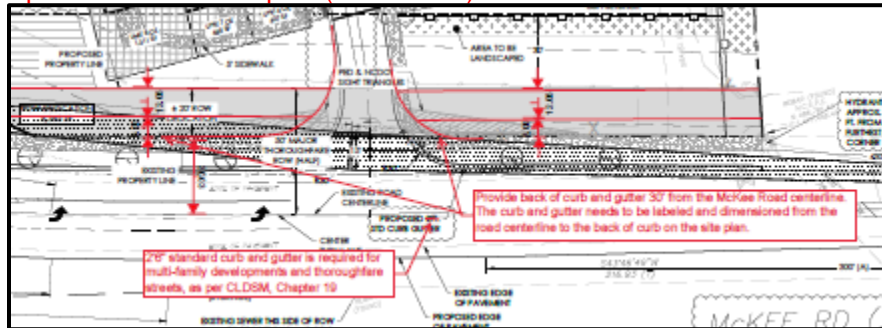
## Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

### 1. Curblines:

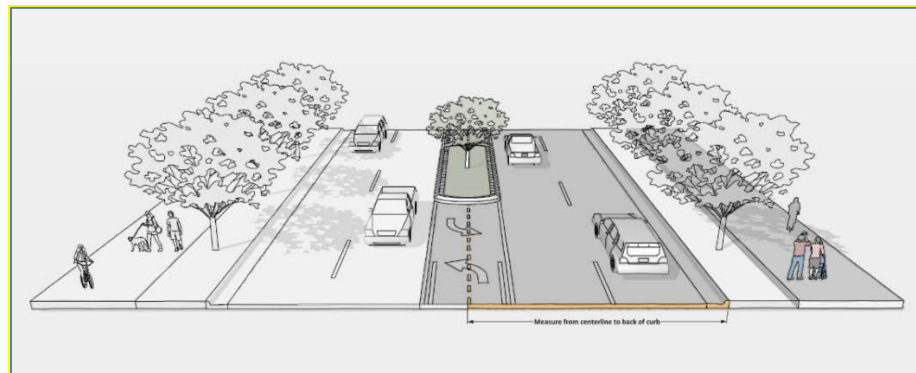
**McKee Road (NCDOT):** The future location of back of curb and gutter is 30' from the McKee Road centerline. The curb and gutter needs to be labeled and dimensioned from the road centerline to the back of curb on the site plan.

Update based on site plan (11/16/2020)



~~2. Traffic Study~~ A Traffic Impact Study is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If, during the permitting process, the site generates more than 2,500 daily trips, then a traffic study will be required.

3. The site plan and conditional note(s) need to include an 8-foot planting strip on McKee Road per Chapter 20/Chapter 19. CDOT requests a 12-ft Multi Use Path in lieu of the required 6-foot sidewalk per the Charlotte BIKE Policy (primarily due to land use context and lack of frequent driveways). Both items need to be labeled and dimensioned from the back of curb and gutter and road centerline on the site plan.

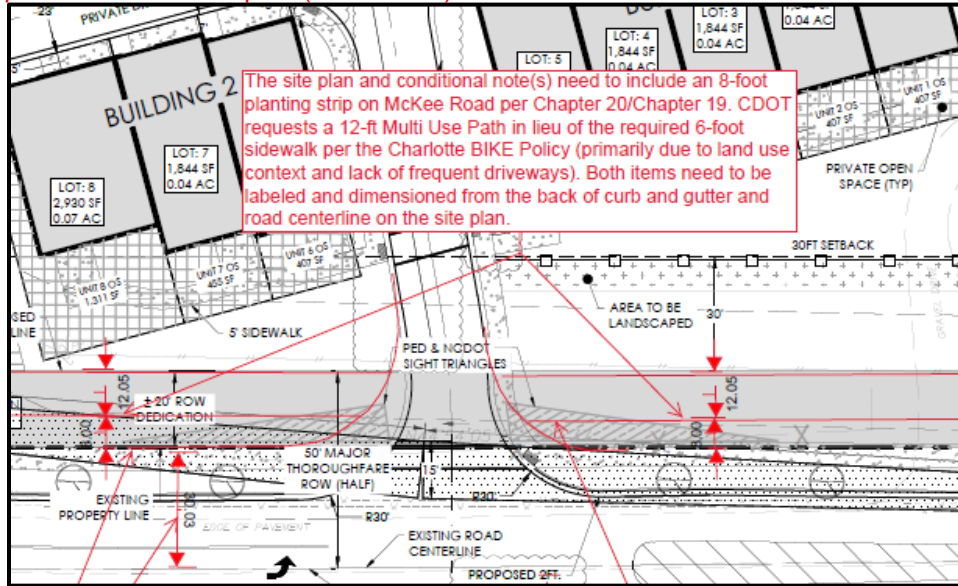


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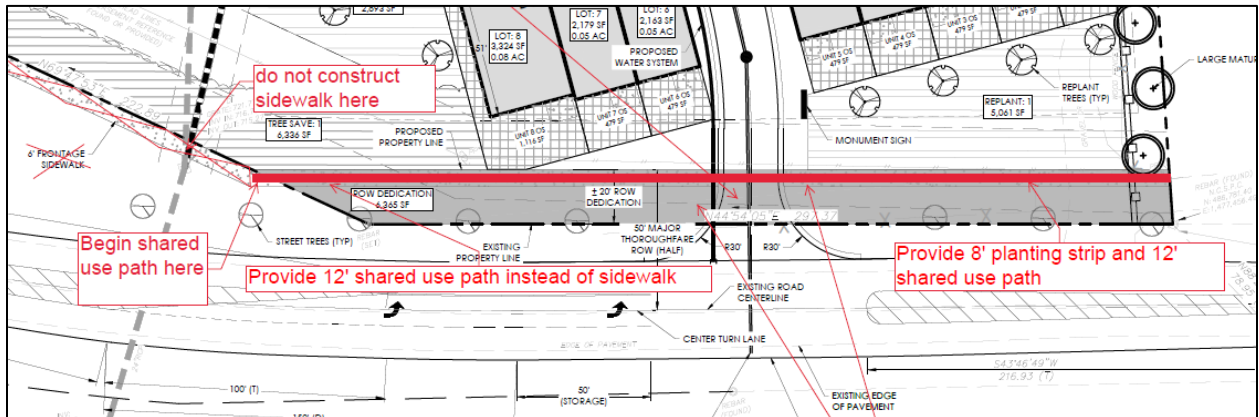
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Update based on site plan (11/16/2020)



Begin the Multi Use Path where the property line changes direction and runs parallel with McKee Road.

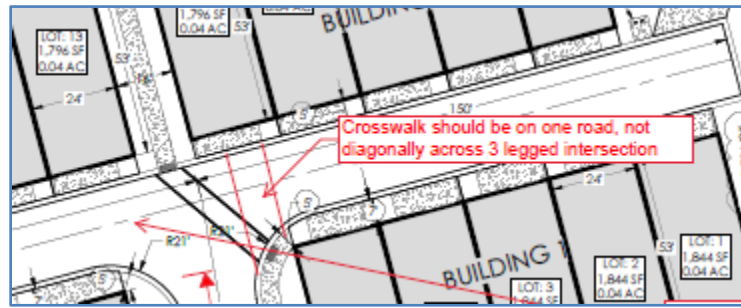


4. Pedestrian sight triangles (NCDOT 10'x70') at the McKee Road driveway connection need to be reflected on the site plan. Label all roadways as private streets, where appropriate.
5. Provide ISD along McKee Road for driveway, both horizontal and vertical included to show standard meets NCDOT standards.
6. (Revised 10/19/20): Petitioner to relocate the inner crosswalk to alleviate the diagonal crosswalk at the 3-legged intersection.

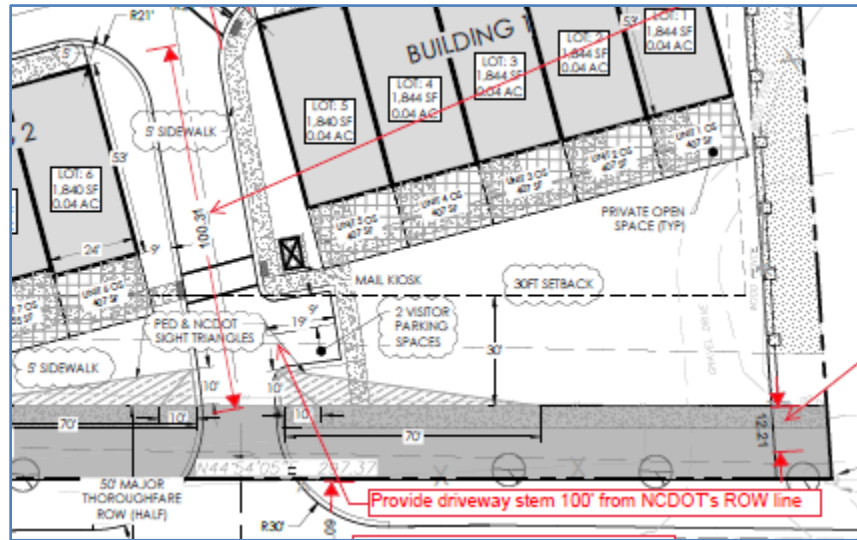
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7. (Revised 10/19/20): Petitioner to provide a 100' driveway stem from NCDOT ROW line, as per NCDOT standards.



8. 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.
9. A site plan note(s) 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 is needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.

## 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 streets) for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be

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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.