

Rezoning Transportation Analysis

Petition Number: 2020-125

General Location Identifier: Tax ID 05112203

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Reviewer:

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Revision Log:

Date	Description
10-26-20	First Review

General Review Information

The site is located at Back Creek Church Road (State-maintained, minor thoroughfare) and Waker Robin Lane (Local, City-maintained), outside Route 4. The site is in the East Wedge.

Active Projects Near the Site:

- **NC-49 Widening and Back Creek Church Rd Realignment (Eastern Circumferential)**
 - Widen NC-49 and realign Back Creek Church Rd to a new intersection at Mallard Creek Church Rd
 - ROW 2021 / Construction 2024

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 Back Creek Church Road (a State-maintained, minor thoroughfare road). The subject site is located within the vicinity of an active CIP project scheduled for construction in 2024. It is anticipated that the CIP project will alleviate traffic along the existing Back Creek Church Road corridor. A TIS is not required for this project.

Site plan revisions are needed to meet ordinance requirements and the outstanding items include, but are not limited to: labeling and dimensioning the 6-foot sidewalk with 8-foot planting strip on all local roads per Chapter 20, installing a 12' multi-use path along Back Creek Church Road to meet the City of Charlotte BIKE Policy, and providing a left turn lane into the development as required for developments that generate over 500 trips per day. CDOT also requests that the petitioner provide alley-loaded townhomes along public streets OR provide shared access driveways to help produce a more organized and pedestrian-oriented form of access management for consistency with the Driveway Manual. Further details are listed below.

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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 (12.13 acres, R-3)	36 DU	410	General Guidance
Proposed Zoning	Townhomes	110 DU	795	Site Plan: Not Dated (1 st submittal)

Provide comments to the specified comments below.

Outstanding Issues

~~Strikethrough~~ = Resolved

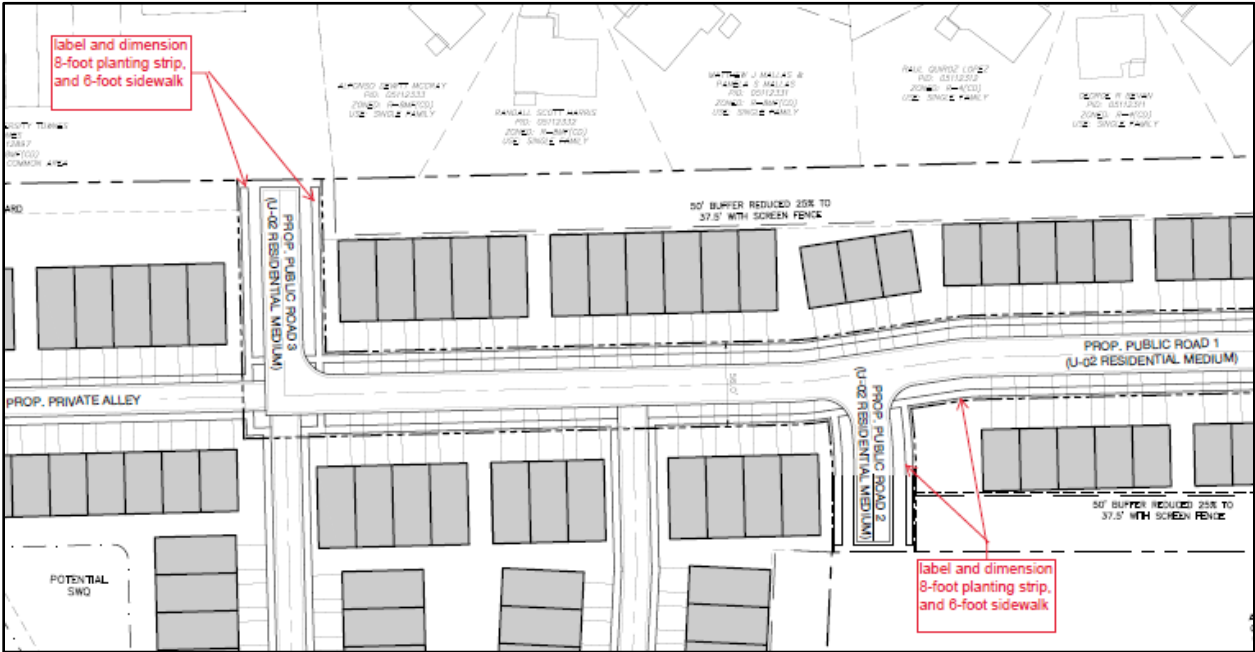
- Curblin**e: The proposed zoning district has a setback measured from back of the existing or proposed future curblin
- Back Creek Church Road**: The back of curb and gutter shall be located at 19' from the roadway centerline. This accounts for two 11' through lanes, 2.5' curb and gutter, and an 11' left turn lane at the site's entrance.

The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road.
- 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.
- Revise the site plan and conditional note(s) to commit to dedicating 40' minimum right-of-way from the Back Creek Church Road centerline. The site plan shall label and dimension the right-of-way from the road centerline.
- Revise the site plan and conditional note(s) to commit to constructing an 8-foot planting strip, and 6-foot sidewalk on all Local roads per Chapter 20 and CLDSM Standard U-03. While the site plan shows both, they need to be labeled and dimensioned accurately from the back of curb and gutter.

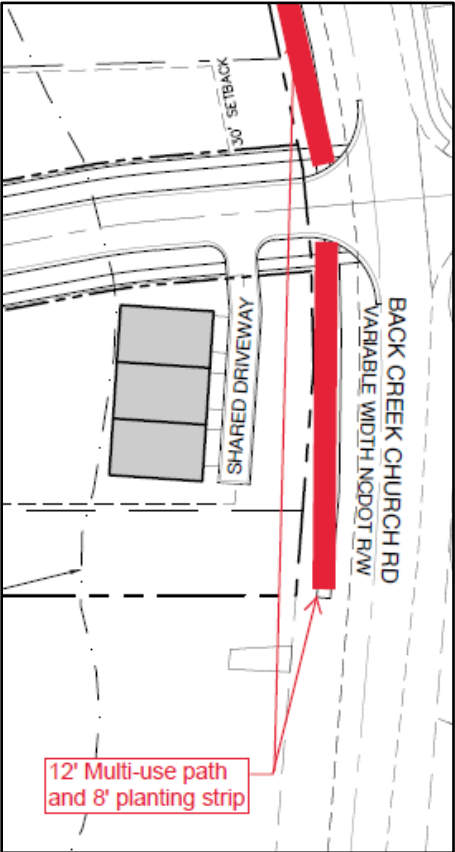
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- 5. The site plan and conditional note(s) revisions are needed to commit to installing a 12' multi-use path along Back Creek Church Road to meet the City Charlotte BIKE Policy.

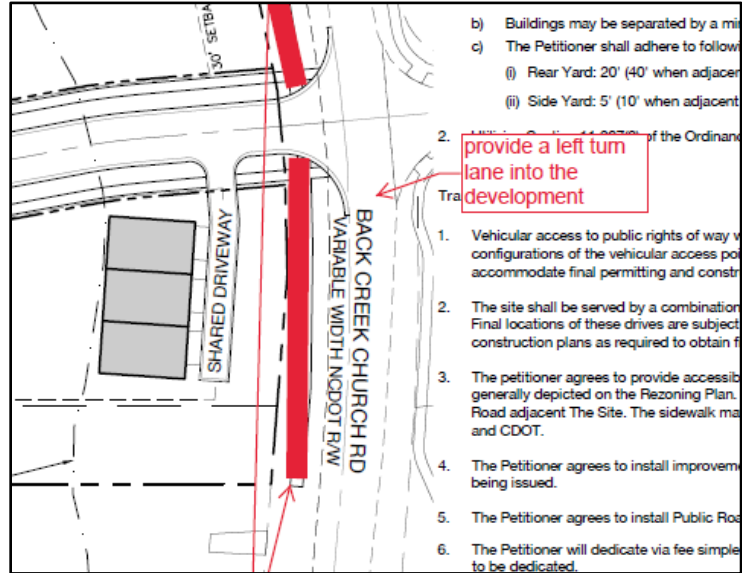


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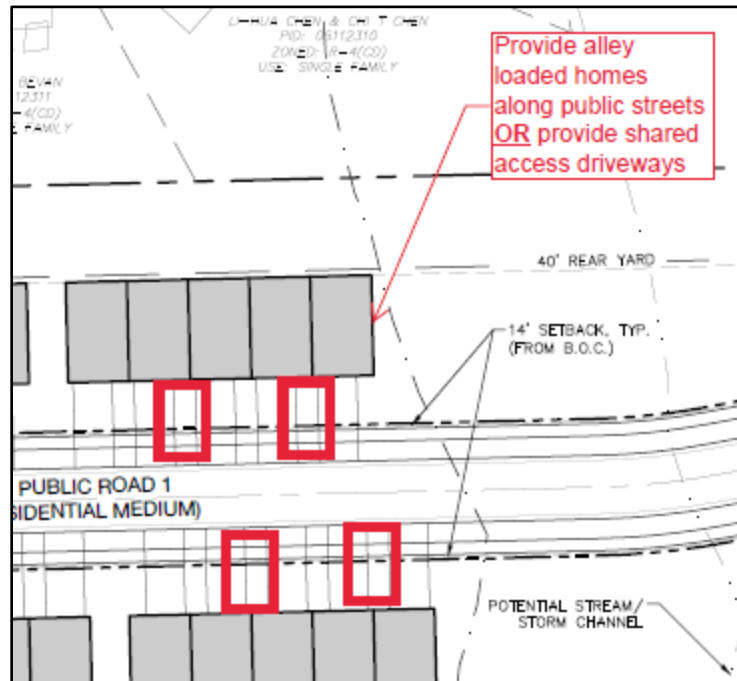
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6. Revise the site plan and conditional note(s) to commit to providing a left turn lane into the development as required for developments that generate over 500 trips per day, as per NCDOT's policy on street and driveway access.



7. The proposed driveways do not meet the minimum spacing requirement of 20' per the City of Charlotte Driveway regulation. Revise site plan and conditional note(s) to commit to constructing alley loaded homes along public roads **OR** provide shared access driveways to help produce a more organized and pedestrian-oriented form of access management per the City of Charlotte Driveway Regulation.



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8. Provide a site plan conditional 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 is needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.
9. Provide a site plan conditional note specifying that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued is needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.

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. 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. 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, as per the City of Charlotte's Driveway Regulations.
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 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.
4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit 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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.