

Rezoning Transportation Analysis

Petition Number: 2017-023

General Location Identifier: 201-09-105, 201-09-107, 201-09-115, 201-09-115

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CDOT's review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP) which seeks 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

To be provided prior to public hearing.

General Description

Site is located on Steele Creek Rd/HWY 160 (major thoroughfare), between Dixie River Rd (major thoroughfare) and Shopton Road West (minor thoroughfare).

Site is located in a wedge outside Route 4.

Steele Creek Area Plan

Petitioner has not submitted the traffic impact study. Study will be reviewed by NCDOT and CDOT.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family/Vacant	3 dwellings	30	<i>Tax Record</i>
Entitlement with Current Zoning	Single Family (24.6 acres of R-3)	73 dwellings	790	<i>General Guidance from Planning</i>
Proposed Zoning	Apartments Hotel Office Retail Grocery	250 dwellings 105 rooms 35,000 sf 14,000 sf 36,000 sf	9,181	<i>Traffic Study: Steele Creek Mixed Used</i>

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future curbline will be determined prior to public hearing.

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Resolved Issues

N/A

Outstanding Issues

1. The petitioner should revise the site plan to show 8 foot planting strip and 6 foot sidewalk on Steele Creek Rd along the site frontage and connecting to existing sidewalk on Steele Creek Rd at Dixie River Rd. Buffered bike lanes (3 foot buffer, 5 foot bike lane) is also part of the envisioned cross section.
2. The petitioner should revise site plan to show proposed Shopton Rd West be built as a 3 lane road with buffered bike lanes (3 foot buffer, 5 foot bike lane), 8 foot planting strip, and 6 foot sidewalk.
3. The petitioner should revise site plan to show proposed Dixie River Rd be built as a 3 lane road with 5 foot bike lanes, 8 foot planting strip and 6 foot sidewalk.
4. CDOT has reviewed the traffic study submitted by the petitioner and recommends the petitioner revise the site plan to include the following mitigations:
 - a. Add a 2nd SB thru lane on Steele Creek Rd starting at Shopton Rd West and taper back to single lane 700 feet from the intersection.
 - b. Add a 2nd NB thru lane on Steele Creek Rd starting 800 feet before Shopton Road West.
 - c. Add a NB right turn lane on Steele Creek Rd at Shopton Road West with 150 foot storage.
 - d. Add a NB right turn lane on Steele Creek Rd at proposed RI/RO Access #6 with 100 foot storage.
 - e. Add a 3rd NB thru-right on Steele Creek Rd starting 500 feet before Dixie River Rd and continue to I-485 Outer On Ramp.
 - f. The proposed dual thru lanes EB on Dixie River Rd shall be a minimum of 500 feet.
 - g. Revise traffic study or site plan to resolve hotel room discrepancy (105 in TIS, 120 in site plan)
5. 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.
6. 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 or phased per the site's development plan.
7. This site is part of a Developer Response Study that is currently in its final stages. CDOT recommends that the petitioner coordinate this plan with the final recommendations of the study as this may affect the site and generate further comments.
8. The petitioner should revise the site plan to remove the following portion of note "e" under Transportation:

~~GOVERNMENTAL BODY FOR ANY SUCH LAND AND THE EXPENSES OF SUCH PROCEEDINGS. FURTHERMORE, IN THE EVENT PUBLIC ROADWAY IMPROVEMENTS REFERENCED IN SUBSECTION A. ABOVE ARE DELAYED BECAUSE OF DELAYS IN THE ACQUISITION OF ADDITIONAL RIGHT-OF-WAY AS CONTEMPLATED HEREIN ABOVE, THEN THE PETITIONER WILL CONTACT THE PLANNING DEPARTMENT AND CDOT REGARDING AN APPROPRIATE INFRASTRUCTURE PHASING PLAN THAT APPROPRIATELY MATCHES THE SCALE OF THE DEVELOPMENT PROPOSED TO THE PUBLIC INFRASTRUCTURE MITIGATIONS. IF AFTER CONTACTING THE PLANNING DEPARTMENT AND CDOT TO DETERMINE THE APPROPRIATE INFRASTRUCTURE PHASING PLAN, DELAYS IN THE ACQUISITION OF ADDITIONAL RIGHT-OF-WAY EXTENDS BEYOND THE TIME THAT THE PETITIONER SEEKS TO OBTAIN A CERTIFICATE OF OCCUPANCY FOR BUILDING(S) ON THE SITE IN CONNECTION WITH RELATED DEVELOPMENT PHASING DESCRIBED ABOVE, THEN CDOT WILL INSTRUCT APPLICABLE AUTHORITIES TO ALLOW THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR THE APPLICABLE BUILDINGS, PROVIDED, HOWEVER, PETITIONER CONTINUES TO EXERCISE GOOD FAITH EFFORTS TO COMPLETE THE APPLICABLE ROADWAY IMPROVEMENTS. IN SUCH EVENT THE PETITIONER MAY BE ASKED TO POST A LETTER OF CREDIT OR A BOND FOR ANY IMPROVEMENTS NOT IN PLACE AT THE TIME SUCH A CERTIFICATE OF OCCUPANCY IS ISSUED TO SECURE COMPLETION OF THE APPLICABLE IMPROVEMENTS.~~

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.

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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 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.

Revision Log

Date	Description	By
12-15-16	First Review	CAA
04-13-17	Second Review	CAA