

# Rezoning Transportation Analysis

Petition Number: 2016-120

General Location Identifier: 20148101, 20148102, 20148103, 20148105, 20110509, 20110104a/b

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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.

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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 Brown-Grier Rd and Steele Creek Rd, both major thoroughfares. The site plan does comply with the proposed collector street connections.

The site is in a wedge location outside of Route 4 and is within the Steele Creek Area Plan

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family Vacant	2 dwellings	20	Tax Records
Entitlement with Current Zoning	Single Family (127.23 acres of R-3)	381 dwellings	3600	General Guidance from Planning
Proposed Zoning	Townhomes Retail Apartments	550 dwellings 80k sf 292 dwellings	11,840	Site Plan: 06-24-16

## Resolved Issues

N/A

## Outstanding Issues

1. The TIS is currently under review by NCDOT and CDOT. Additional transportation comments may be forthcoming once the agencies have completed the review of the most recently submitted TIS review.

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- a. The petitioner should to revise the site plan and Transportation Notes to include mitigation measures to be completed by this petition as recommended in the site's Traffic Impact Study.
  - b. The petitioner should to revise the site plan or TIS to reflect the desired access connections and type (e.g. full access, right-in/right-out)
  - c. The petitioner should revise the site plan to depict and label pedestrian improvements to all existing and proposed intersections along Brown-Grier Road and Steele Creek within the study area.
2. The petitioner should revise the site plan to accommodate the future cross-section of Brown-Grier Rd, a major thoroughfare on the City's Thoroughfare Plan. This includes depicting and labeling:
    - a. Construction of the curb and gutter in the future location and provide all road improvements and streetscape within the cross section along the site frontage.
    - b. Existing right of way and future 54' dedication in fee simple as measured from the existing centerline (108 feet total width) along the site frontage. This dimension may vary at intersection locations and should be coordinated with TIS findings.
  3. The petitioner should revise the site plan to accommodate the future cross-section of Steele Creek, a major thoroughfare on the City's Thoroughfare Plan. This includes depicting and labeling:
    - a. Construction of the curb and gutter in the future location and provide all road improvements and streetscape within the cross section along the site frontage.
    - b. Existing right of way and future 54' dedication in fee simple as measured from the existing centerline (108 feet total width) along the site frontage. This dimension may vary at intersection locations and should be coordinated with TIS findings.
  4. The petitioner should revise the site plan to create a public street connection to Gallant Ln, including creek crossing and offsite work across parcel 20147201, in northeast area of site.
  5. The petitioner should revise the site plan to show all Townhomes along public streets in Development Area "C" shall be alley fed. The units should not have direct driveway access to the public streets.
  6. The petitioner should revise the site plan to show the private streets designed to public street standard including 8 foot planting strips and 6 foot sidewalks on both sides. At a minimum, the private streets shall not have back of curb sidewalk. CDOT requests that the private streets are revised to public streets and dedicated.
  7. The petitioner should revise the site plan to depict and label cross-access easements to parcels 20110511 and 20110510.
  8. The petitioner should revise the site plan to depict and label a greenway access connection underneath Brown-Grier Rd.
  9. 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.
  10. The petitioner should revise the site plan to add a note specifying all transportation improvements will be constructed and approved before the site's first building certificate of occupancy is issued or phased per the site's development plan.

## 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. 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.

## Revision Log

Date	Description	By
07-18-16	First Review	CA