

Rezoning Transportation Analysis
Petition Number: Insert Zoning Petition #2021-209
General Location Identifier: 20109103

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Revision Log:

Date	Description
01-24-2022	First Review (KP)
03-21-2022	Second Review (KP)
12-28-2023	Third Review (DR)

General Review Information

This site is located at the corner of Rigsby Road, a City-maintained local street, and Steele Creek Road, a State-maintained major thoroughfare. Additionally, this site is located within the Lake Wylie Wedge and outside Route 4. Lastly, this site is located inside the limits of Westside Strategy Plan Study Area, Dixie Berryhill Strategic Plan, and the I-485 Interchange Analysis

Active Projects Near the Site:

- NC 160 Widening (NCDOT TIP U-5766B)
 - Widen NC 160 from 2 to 4-lane divided with multi-use paths
 - ROW 2024/Construction 2027 (subject to ongoing NCDOT STIP amendments)
 - <https://www.ncdot.gov/news/public-meetings/Documents/U-5766-map-3.pdf>

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

This site is located at the corner of Rigsby Road, a City-maintained local street, and Steele Creek Road, a State-maintained major thoroughfare. In accordance with the Charlotte WALKS and BIKES policies, the petitioner has committed to provide an 8-foot sidewalk and 12-foot shared-use path along the site's frontages of Rigsby Road and Steele Creek Road, respectively. Additionally, the petitioner has committed to provide a northbound right-turn lane on Steele Creek Road at Rigsby Road if not already constructed by other development or STIP U-5766. Petitioner also committed to providing an access easement with the adjacent parcel to provide cross-access. All outstanding CDOT issues have been resolved.

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Trip Generation

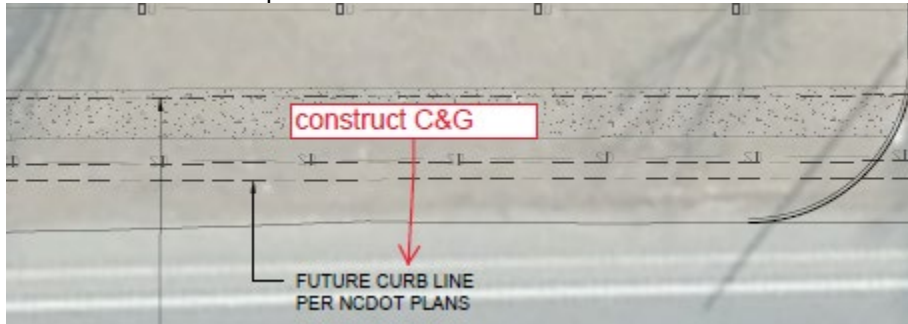
Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1 Dwelling	10	Tax Record
Entitlement with Current Zoning	Single Family (R-3 0.987 acres)	2 Dwellings	20	General Guidance from Planning
Proposed Zoning	Commercial w/Drive Through	4,000 SF	1,885	General Guidance from Planning

Provide comments to the specified comments below.

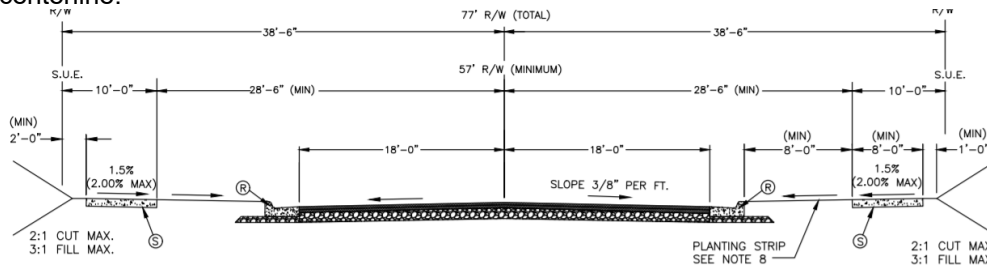
Outstanding Issues

Strikethrough = Resolved

1. ~~**Curb line:** The proposed zoning district has a setback measured from back of the existing or proposed future curb line.~~
 - a. ~~**Steele Creek Road:** Curb and gutter will be constructed in accordance with the typical section established in the U-5766 STIP Project, as generally depicted on the site plan. Rescinded after 03/10/2022 Coordination with petitioner and NCDOT.~~



- b. ~~**Rigsby Road:** Curb and gutter will be constructed in accordance with CLDSM U-05A, Local Commercial Wide cross section with the back-of-curb located 20.5 feet from the existing centerline.~~



Label and dimension the back of curb and gutter from the existing centerline of each road.

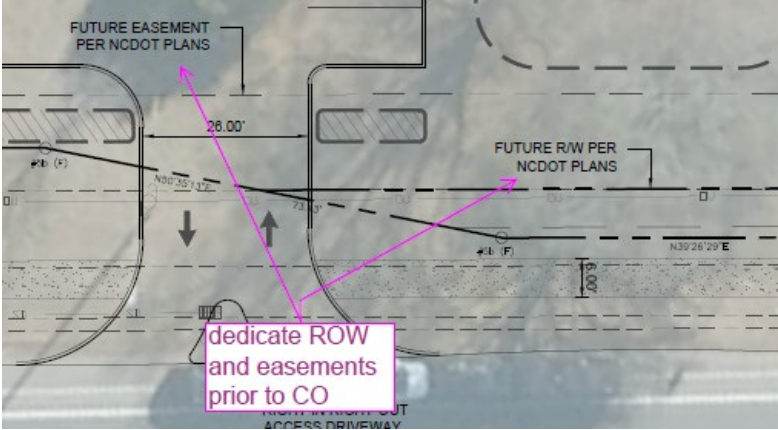
2. Traffic Study:

A Traffic Impact Study (TIS) 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.

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3. Right-of-way:

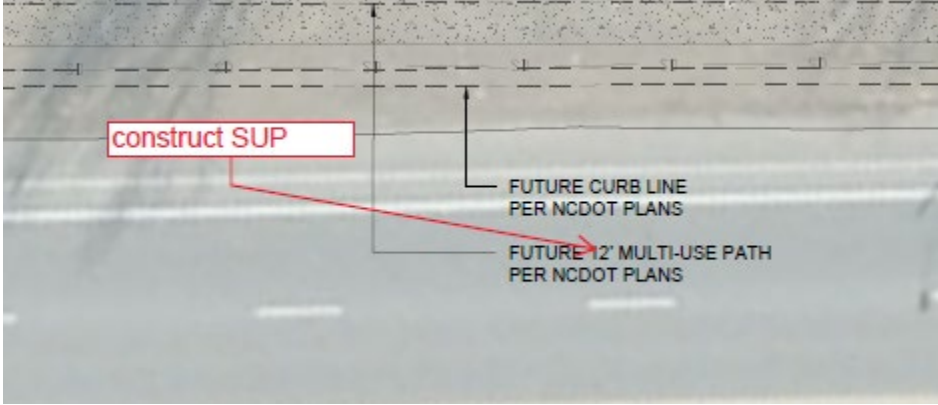
- a. **Steele Creek Road:** ~~Revise site plan and conditional note(s) to commit to dedicate the right-of-way and easements, in accordance with the typical section established in the U-5766 STIP Project, as generally depicted as on the site plan.~~



- b. **Rigsby Road:** ~~Revise the site plan and conditional notes to dedicate 38.5 feet of right-of-way, in accordance with CLDSM U-05A Local Commercial Wide cross section, from the existing road centerline.~~

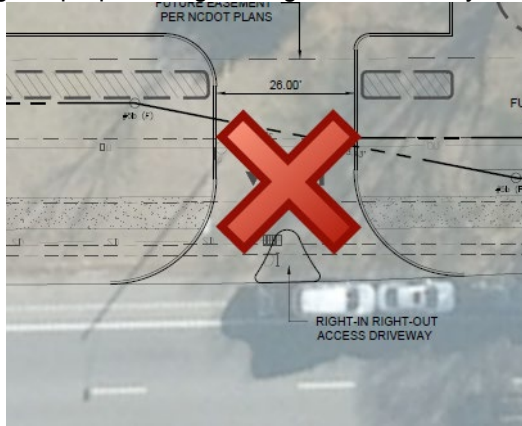
Outstanding Comment: ~~The site plan shall label and dimension the right-of-way from each road centerline.~~

- 4. ~~Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip and 8-foot sidewalk along the site's frontage of Rigsby Road, in accordance with CLDSM U-05A, Local Commercial Wide cross section. The site plan shall label and dimension both items from the back of curb and gutter and road centerline.~~
- 5. ~~Revise site plan and conditional note(s) to commit to construct the 12-foot shared-use path along the site's frontage of Steele Creek Road, in accordance with the typical section established in the U-5766 STIP Project, as generally depicted on the site plan.~~

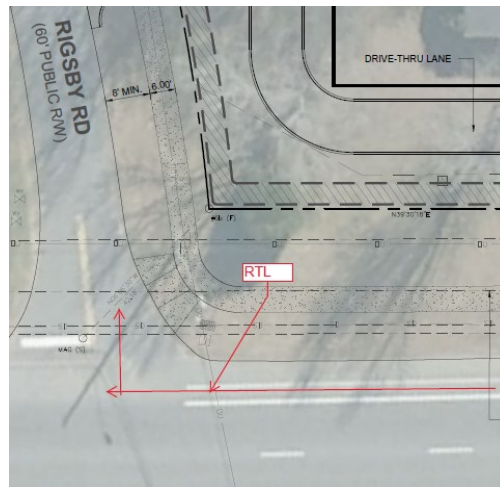


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6. ~~Revise site plan by removing the proposed right in right out driveway on Steele Creek Road.~~



7. ~~Revise the site plan and conditional notes to commit to construct a northbound right turn lane, on Steele Creek Road, at Rigsby Road. The storage and taper lengths will be subject to NCDOT standards and approval.~~

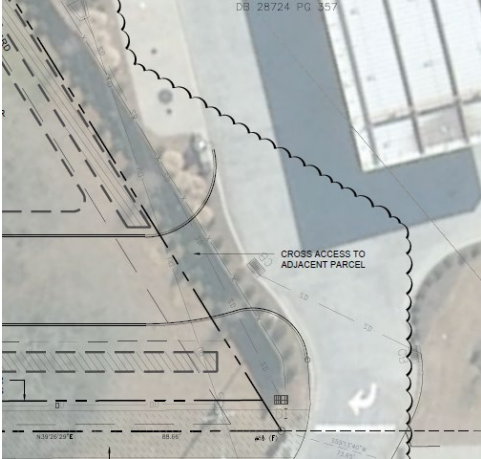


8. ~~Revise the conditional notes to commit to provide CDOT, during permitting, a drive thru queuing analysis for the AM and PM Peak Hours to ensure vehicle queuing does not impede access from Rigsby Road and/or impede the normal flow of traffic on Rigsby Road. Pending the results of the queuing analysis, the petitioner shall coordinate with CDOT to revise the internal site layout to accommodate for the determined drive thru queuing.~~
9. ~~A site plan note(s) specifying dedication and fee simple conveyance of all rights of way to the City and NCDOT before the site's building certificate of occupancy is issued as needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.~~
Update to Comment as a Result of 03-14-2022 Site Plan: Place a sidewalk utility easement 2-feet behind the sidewalk along Rigsby Road.
10. ~~A site plan note specifying that all transportation improvements will be approved and constructed before the site's building certificate of occupancy is issued as needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.~~
11. ~~Add conditional note: "All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system"~~

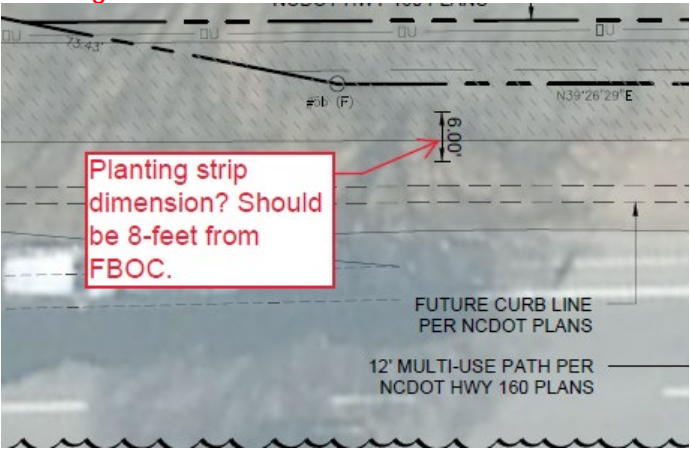
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authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad south western Mecklenburg area, by way of a private/public partnership effort or other public sector project support.”

- 12. ~~New Comment as a Result of 03-14-2022 Site Plan: Revise the conditional notes by committing to provide an access easement, during permitting, with PID 20109114 to allow cross-access as generally shown on the site plan.~~



- 13. ~~New Comment as a Result of 03-14-2022 Site Plan: Revise the site plan by clarifying the 6-foot dimension on the site's frontage of Steele Creek Road.~~



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, per the City of Charlotte's Driveway Regulations.
3. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 50' x 50' 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

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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.
8. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
9. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>