

Rezoning Transportation Analysis

Petition Number: 2022-214

General Location Identifier: 19906110, 19906112, 11906119, 19906126, and 19906111

From: Jake Carpenter, PE

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Reviewer:

Patrick Monroe

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704-301-1411

Revision Log:

Date	Description
05.24.2023	First Review (PDM)
06.21.2023	Second Review (DR)
07.26.2023	Third Review (PDM)

General Review Information

The petition is located along Sledge Road, a State-maintained minor thoroughfare and Steele Creek Road, a State-maintained major thoroughfare. The petition is located in the Lake Wylie Wedge and is located outside of Route 4.

Active Projects Near the Site:

- Steele Creek Road (NC-160) Widening (Capital Improvement Project)
 - Steele Creek Road between Shopton Road and South Carolina State Line
 - Project type: Pedestrian and Bike
 - Project phase – Planning
 - Anticipated Start Date: 2024
- Steele Creek Road (NC-160) Widening (STIP), U-5766B
 - Project Limits: I-485 to NC 49
 - Widening to 4 lanes
 - ROW year – 2024
 - Construction Year – 2027
- RZP 2019-128 Parkside Crossing
 - Residential Development located along south side of Sledge Road
 - Planned improvements to extend the existing eastbound right turn lane on Sledge Road at Steele Creek road to 300 feet

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 petition is located along Sledge Road, a State-maintained minor thoroughfare and Steele Creek Road, a State-maintained major thoroughfare. A Traffic Impact Study (TIS) is not required for this site. All outstanding CDOT have been resolved.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family Detached	4 Dwelling Units	40	Tax Record
Entitlement with Current Zoning	Single Family (R-3, 16.359 acres)	49 Dwelling Units	525	General Guidance from Planning
Proposed Zoning	Continuing Care Retirement Community (UR-2, 16.359 acres)	196 Dwelling Units	640	Site Plan: 11-21-22
Proposed Zoning	Continuing Care Retirement Community (UR-2, 16.359 acres)	194 Dwelling Units	635	Site Plan: 06-12-23

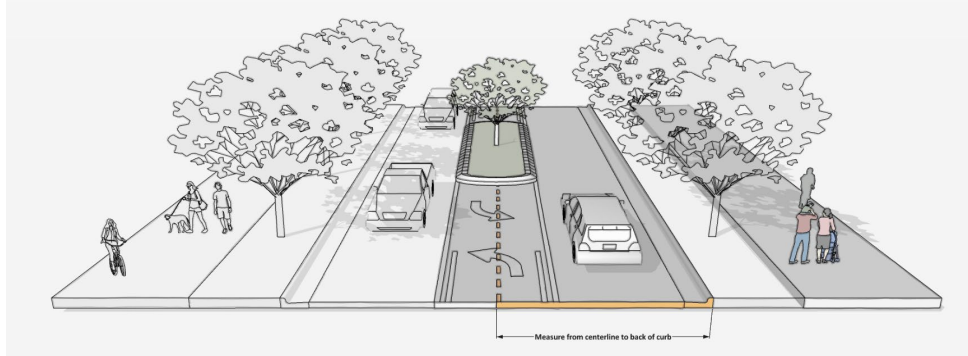
Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

Outstanding Issues

Strikethrough = Resolved

1. Curblines:

~~**Sledge Road:** Location of curb and gutter to be installed a minimum of 19 feet from roadway centerline to accommodate the Charlotte Streets Map with a roadway typical section of a 2+ Avenue. Additional distance from center line to back of curb may be required in locations where a median is present or around intersections and interchanges.~~

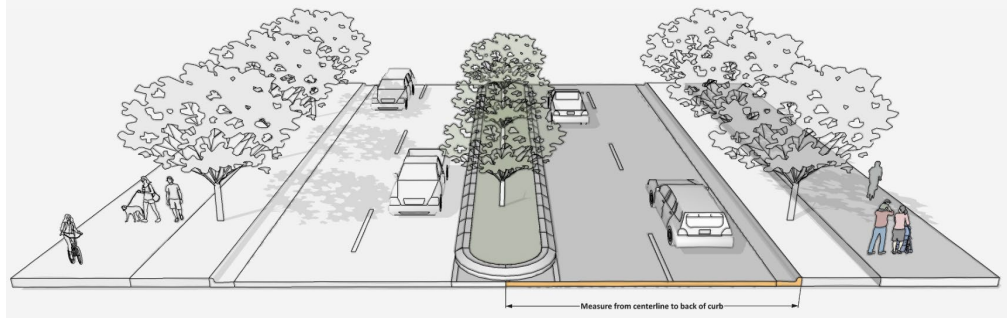


~~**Steele Creek Road:** Location of curb and gutter to be installed a minimum of 33 feet from roadway centerline to accommodate the Charlotte Streets Map with a roadway typical section of a 4+ Avenue. Coordination with U-5766B project is required to confirm future back of curb location. Additional distance from center line to back of curb may be required in locations where a median is present or around intersections and interchanges.~~

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~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

2. Traffic Study:

~~A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating less than 2,500 daily trips and/or not triggering any other City TIS requirements.~~

- ~~3. Revise site plan and conditional note(s) to commit to dedicate a minimum of 35 feet of right of way from the road centerline of Sledge Road. The site plan shall label and dimension the right of way from the road centerline.~~
- ~~4. Revise site plan and conditional note(s) to commit to dedicate the necessary right of way from the road centerline of Steele Creek Road for the active CIP and TIP projects. The site plan shall label and dimension the right of way from the road centerline. Coordination with the CIP and TIP project is required.~~
- ~~5. Revise site plan and conditional note(s) to provide CLDSM typical section for the proposed public local streets. Sidewalks are required along all public streets.~~

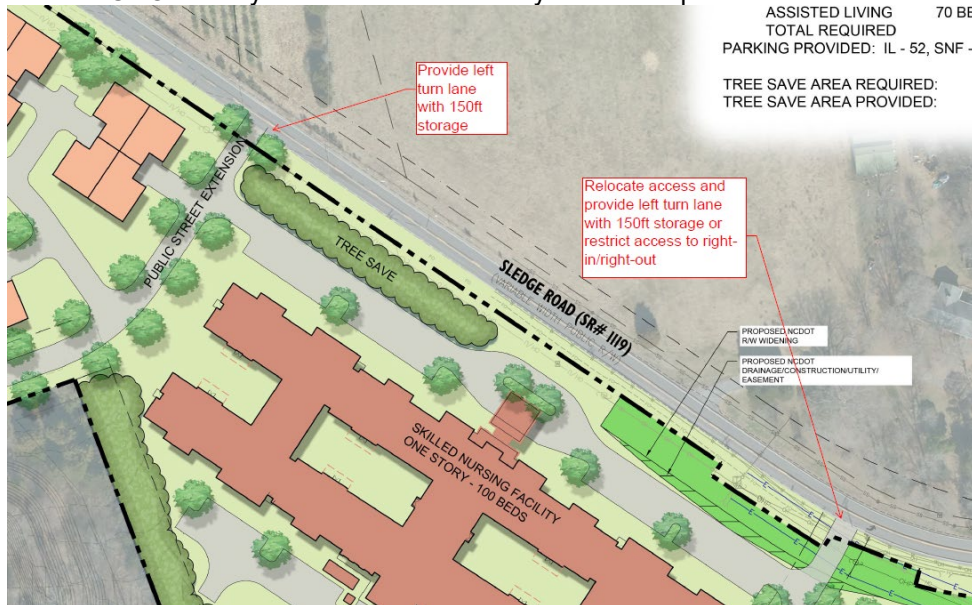
Clarifying comment 6.21.2023: ~~Label the new public streets with CLDSM U-02A (Local Residential Medium Street) standard.~~

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6. ~~Revise site plan and conditional note(s) to commit to construct bicycle facilities by installing a 12' multi-use path on Sledge Road and Steele Creek Road to meet the Council-adopted Charlotte BIKES Policy. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements. The multi-use paths should be located behind a 8' planting strip.~~
7. ~~Add a conditional note specifying "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. ~~Per coordination with NCDOT provide turn lane and access management modifications per the markup below to meet NCDOT Policy on Street and Driveway Access requirements.~~



9. ~~Add a conditional note specifying "the Petitioner shall dedicate and convey in fee simple all rights-of-way to the City before the site's first building certificate of occupancy is issued. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible."~~
10. ~~Add a conditional 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."~~

Outstanding Comment 6.21.2023: ~~Remove the highlight portion below from the conditional notes.~~

- I. All transportation improvements required to be constructed by Petitioner **under this Section 3 of the Development Standards** will be approved and constructed prior to the issuance of the first certificate of occupancy for a new building constructed on the Site.

11. ~~Add conditional note specifying "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 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 Mecklenburg area, by way of a private/public partnership effort or other public sector project support."~~

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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. 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.
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 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.
3. 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 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 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. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link: <https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>