

Rezoning Transportation Analysis

Petition Number: 2023-164

General Location Identifier: 21912411, 21912419, 21912104, 21912114

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Reviewer:

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Revision Log:

Date	Description
1-24-24	First Review (JP)
2-21-24	Second Review (JP)
3-20-24	Third Review (JP)

General Review Information

The petition is located adjacent to Steele Creek Road, a State-maintained major arterial, north of Asheford Woods Lane, a City-maintained local street. The petition is located in a Lake Wylie Wedge outside of Route 4, within the Steele Creek Area Plan.

Active Projects Near the Site:

- Steel Creek Road (NC 160) Widening
 - Widen to multiple lanes from South Tryon Street to the South Carolina state line
 - Estimated construction year is 2028

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 adjacent to Steele Creek Road, a State-maintained major arterial, north of Asheford Woods Lane, a City-maintained local street. Based on the 1,352 daily trips, the petitioner will be required to satisfy Tier 1 Multimodal assessment (3 points). Site plan and/or conditional note revisions are needed to update the length of the monolithic island on Steele Creek per coordination with NCDOT. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation			Source
			Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	
Existing Use	Single Family Church	2 Dwelling Units 29,822 SF	240	120	120	Tax Record
Entitlement with Current Zoning	N1-A & IC-1*, 23.42 acres	-	-	-	-	-
Proposed Zoning	Single Family Attached (N2-A, 23.42 acres)	184 Dwelling Units	1,352	90	106	Site Plan: 12-08-23
Proposed Zoning	Single Family Attached (N2-A, 23.42 acres)	187 Dwelling Units	1,374	92	108	Site Plan: 02-12-24

*Trip generation not provided for this zoning district.

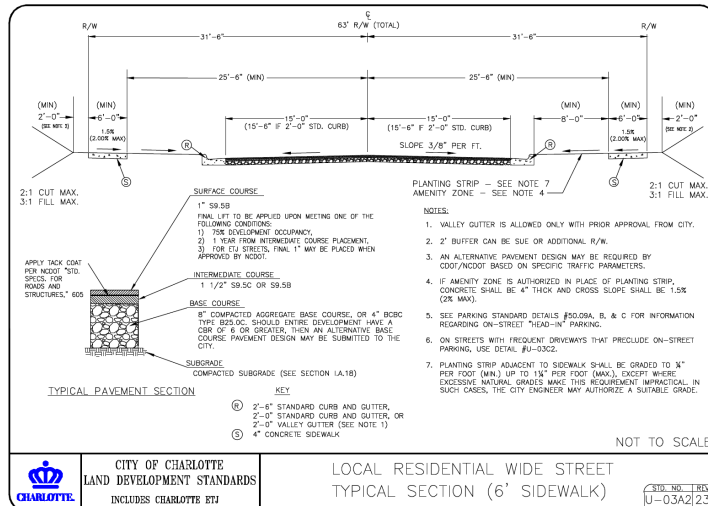
Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

Outstanding Issues

1. Curblines:

- ~~Tryon Street: The future location of curb and gutter is in its existing location.~~
- ~~Steele Creek Road: The Streets Map location for curb and gutter is 33' from the centerline for a 4+ boulevard with a 12' shared use path.~~
- ~~Proposed Public Street: Face of curb to be located 15' from the centerline. CLDSM U-03A2~~

Strikethrough = Resolved



Outstanding Comment 2.21.24: Label and dimension the curb and gutter from the centerline for each road on the site plan.

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2. ~~Comprehensive Transportation Review (CTR):~~

~~A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating site trips under ordinance thresholds found in the Charlotte Streets manual Table 3.1 and/or not triggering any other City TIS requirements.~~

~~The petition's zoning falls within low intensity development which based on the 1,352 daily trips will trigger Tier 1 (3 mitigation points) for multimodal assessment. The petitioner shall review and assess the publicly accessible pedestrian network within ¼ mile walking distance of the site to identify multimodal infrastructure to meet the Tier 1 (3 mitigation points) for multimodal assessment.~~

~~Clarifying Comment 2.21.24: Complete CTR summary table and include on the revised plan. CTR table link (use Site Data Table - CTR Summary tab):~~

~~<https://www.charlottenc.gov/files/sharedassets/city/v2/growth-and-development/documents/dev-center-fees/resources/udo-site-data-tables-curb-ramps-and-ctr.xlsx>~~

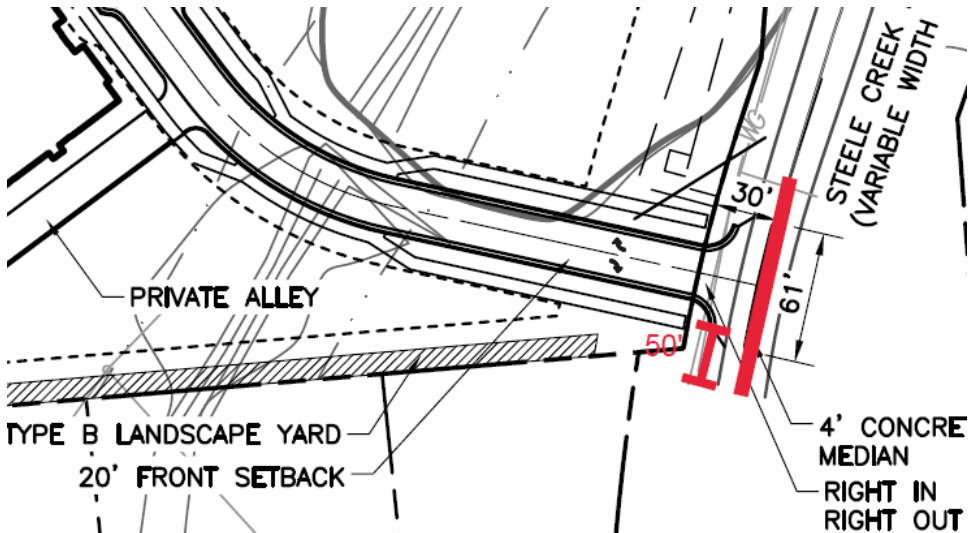
- ~~3. Revise site plan to label and dimension the streetscape, label and dimension the right-of-way, back of curb, and future back of curb (if applicable) from the centerline on Tryon Street, Steele Creek Road, and proposed public street.~~

~~Clarifying Comment 2.21.24: These must be labeled on the site plan.~~

4. Revise site plan to show interim condition on Steele Creek Road and screen in the final condition to be installed by NCDOT as part of the Steele Creek Widening Project.

Clarifying Comment 2.21.24: Callout concrete median on Steele Creek Road on the inset. Label and dimension the median length.

Clarifying Comment 3.20.24: Median should be shown to extend to 50' past radius returns at the new street connection.

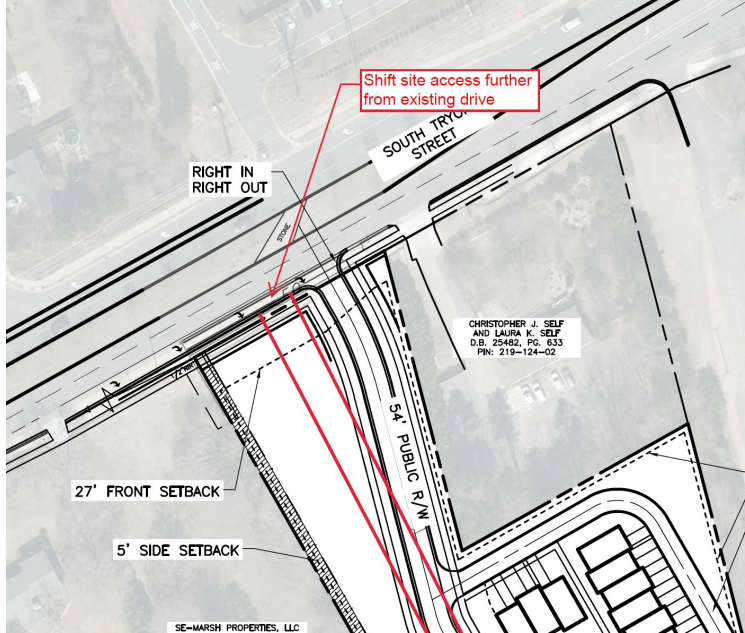


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5. Revise site plan to shift Tryon Street access further from existing driveway.



6. ~~Revise site plan and conditional note(s) to commit to construct bicycle facilities by installing a 12' multi-use path on Tryon Street in accordance with the council-adopted Charlotte Streets Map. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements.~~

~~Clarifying Comment 2.21.24: Show multi use path on the site plan and call it out. Multi use path must be in the right of way, revise conditional note.~~

5. STREETScape

A. PETITIONER SHALL INSTALL A MINIMUM 8 FOOT WIDE PLANTING STRIP AND A MINIMUM 12 FOOT WIDE MULTI-USE PATH ALONG THE SITE'S FRONTAGE ON SOUTH TRYON STREET AS GENERALLY DEPICTED ON THE REZONING PLAN. ~~THE MINIMUM 12 FOOT WIDE MULTI-USE PATH (OR PORTIONS THEREOF) MAY BE LOCATED IN A PUBLIC ACCESS EASEMENT.~~

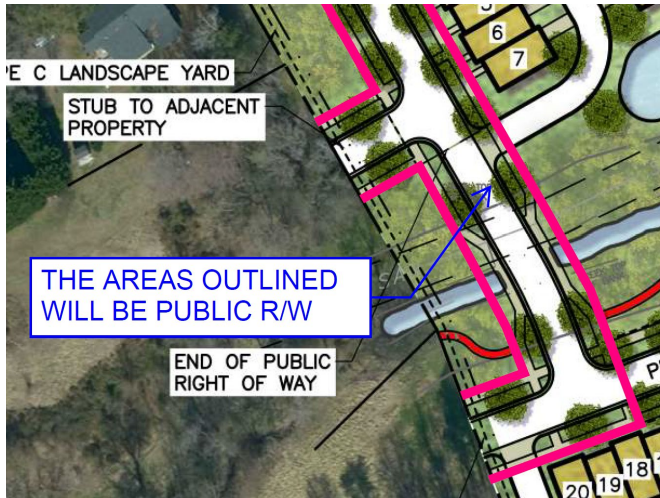
7. ~~Add a conditional note specifying "A Right of Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City maintained street right of way by a private individual, group, 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."~~

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8. ~~New Comment 2.21.24:~~ ROW should not be terminating in the middle of the road. Continue the ROW to the end of the street, capturing the street stubs.



9. ~~Revise site plan and conditional note(s) to commit to provide a public access easement for the Private Road (UDO 31.1 (A)(1)).~~

~~Clarifying Comment 2.21.24:~~ Revise site plan to call out the public access easement. Use a different line type for easement versus ROW.

10. ~~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."~~
11. ~~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 approved by CDOT and explicitly described in site plan notes.~~

12. ~~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 southwestern Mecklenburg area, by way of a private/public partnership effort or other public sector project support."~~

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 Unified Development Ordinance.
2. 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

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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 in order to align with driveway(s) on the opposite side of the street and to comply with City of Charlotte Unified Development Ordinance regulations.
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>