

# Rezoning Transportation Analysis

Petition Number: 2017-021

General Location Identifier: 20924145

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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

This site is located on a major thoroughfare just north of the signalized intersection with Pineville-Matthews Rd. The current site plan commits to a wide planting strip to accommodate a future bike lane and a private street network that will be developed when new buildings are constructed.

## General Description

This site is located on Carmel Rd., a major thoroughfare, just north of Pineville-Matthews Rd. and is located in a center outside Route 4. There is an existing left turn lane that can be used by this development.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Office Retail Restaurant	37,800 SF 11,880 SF 4,400 SF	2,890	Petitioner's Consultant
Entitlement with Current Zoning	Office Retail Restaurant	37,800 SF 11,880 SF 4,400 SF	2,890	Petitioner's Consultant
Proposed Zoning	Self Storage Office Retail Restaurant	200,000 SF 106,000 SF 5,000 SF 4,000 SF	3,350	Petitioner's Consultant

## Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future curbline is 5' from existing edge of pavement to account for a future bike lane.

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## Resolved Issues

1. The petitioner should revise the proposed street cross section to continue to the rear property line. In between the two building the road turns into a parking lot. CDOT is requesting that the commercial wide cross section be continued to the property line.
2. CDOT is requesting a traffic study or a more specific land use program that keeps the new daily trips generated under 2,500 trips per day. As currently spelled out in the permitted uses the new trips for the worst case scenario would generate well in excess in 2,500 new trips.
3. 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.
4. 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.

## Outstanding Issues

1. The current site plan does not reflect the sidewalk utility easement 2 feet behind the proposed sidewalk along Carmel Road as indicated in comment resolution meeting.

## 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.

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.

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## Revision Log

Date	Description	By
12-08-16	First Review	KMH
02-27-17	Second Review	KMH
03-23-17	Third Review	KMH