

Rezoning Transportation Analysis

Petition Number: 2022-130

General Location Identifier: 20924110

From: Jake Carpenter, PE

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Reviewer:

Isaiah Washington

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Revision Log:

Date	Description
12-28-22	First Review (IW)
02-22-23	Second Review (IW)

General Review Information

The petition is located on the west side of Carmel Road, a City-maintained major throughfare north of Little Avenue, a City-maintained local street. The petition is in the Carmel/HWY 51 Mixed Use Activity Center outside of Route 4.

Active Projects Near the Site:

- Street Lighting – Carmel Road
 - Upgrade existing streetlights to LED from Fairview Road to Johnston Road
 - Estimated Completion Late 2022
- STIP U-6086 (NC 51 – Pineville Matthews Road)
 - Construct Access Management Improvements from Park Road to Carmel Road
 - Estimated Completion 2025

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 on the west side of Carmel Road, a City-maintained major throughfare north of Little Avenue, a City-maintained local street. A Traffic Impact Study (TIS) is not needed for this site. Site plan and/or conditional note revisions are needed to show future curbline being 33' from centerline. Site plan commits to dedicating right of way along Carmel Road and installing an 8 foot planting strip and 12 foot Multi-Use Path in accordance with the Charlotte Streets Map. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	High-Turnover Sit-Down Restaurant	3,905 SF	420	<i>Tax Record</i>
Entitlement with Current Zoning	Retail (B-1, 1.041 acres)	10,410 SF	670	<i>General Guidance from Planning</i>
Proposed Zoning	General Office (O-1, 1.041 acres)	12,600 SF	495	<i>Site Plan: 07-8-22</i>
Proposed Zoning	General Office (O-1, 1.041 acres)	17,200 SF	255	<i>Site Plan: 02-13-23</i>

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

Outstanding Issues

Strikethrough = Resolved

1. Outstanding Comment from 12-28-22 Curblines:

- a. **Carmel Road:** Location of back of curb and gutter to be moved to 33 feet from roadway centerline to accommodate the Charlotte Streets Map with a roadway typical section of CLDSM 11.09 Major Thoroughfare.

Clarifying Note 2-22-23: Site plan is currently showing 32' from centerline, this should be updated to show the future curb line being 33' from centerline.

- ~~b. **Little Avenue:** The future location of curb and gutter is in its existing location.~~

NOTE: Additional distance from center line to back of curb may be required in locations where a median is present or around intersections and interchanges.

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. (For Conventional Petitions) A Traffic Study may be required during permitting per the TOD or other applicable zoning ordinance.~~

- ~~3. Revise site plan and conditional note(s) to commit to dedicate 55' right of way from the road centerline on Carmel 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 construct an 8-foot planting strip, and 12-foot Multi-Use Path on Carmel Road per the council adopted Charlotte Streets Map. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement.~~
- ~~5. Revise site plan and conditional note(s) to commit to installing a 12' multi-use path to meet the Council-adopted Charlotte BIKES Policy on Carmel Road. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements.~~

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- ~~6. 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."~~
- ~~7. 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."~~
- ~~8. 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."~~

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 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 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>