

Rezoning Transportation Analysis

Petition Number: 2022-147

General Location Identifier: 17901179, 17901184

From: Jake Carpenter, PE

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Reviewer:

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Revision Log:

Date	Description
1-25-23	First Review (IW)
2-22-23	Second Review (IW)

General Review Information

The petition is located on the south side of Fairview Road, a City maintained major throughfare east of Piedmont Road Drive, a private-maintain local street. The petition is located in the southpark mixed use activity center outside of Route 4, within the South Park Small Area Plan.

Active Projects Near the Site:

- Cultural Loop Implementation P3 Opportunities (South Park CNIP)
 - Funding set aside for public/private partnerships to construct projects within the SouthPark CNIP Area. Potential projects include The LOOP and Symphony Park.

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 south side of Fairview Road, a City maintained major throughfare east of Piedmont Road Drive, a private-maintain local street. A Traffic Impact Study (TIS) is required for this site. CDOT sent petitioner comments for TIS on February 19, 2023. Site plan and/or conditional note revisions are needed to commit to reconstructing crosswalks on Fairview and Piedmont Row, conditional note revisions, and mitigations determined from the traffic study. The site plan commits to installing LOOP branded Multi-Use Path to assist with the CNIP Southpark project, 12 foot multi-use path along Fairveiw Road and LOOP branded furnishings. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	General Office	431,244 SF	4,140	<i>Tax Record</i>
Entitlement with Current Zoning	Office (O-3, 9.94 acres)	149,100 SF	1,645	<i>General Guidance from Planning</i>
Proposed Zoning	Medical Office Retail Multifamily (Mid-Rise) (MUDD-O, 9.94 acres)	112,000 SF 25,000 SF 300 Dwelling Units	6,870	<i>Site Plan: 07-25-22 & Per TIS Scope</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. ~~Curbline:~~

- ~~**Fairview Road:** Location of future curb and gutter to be 41 feet from roadway centerline to accommodate to accommodate the Charlotte Streets Map with a roadway typical section of CLDSM 11.09 Major Thoroughfare.~~
- ~~**Piedmont Row Drive:** The future location of curb and gutter is in its existing location.~~
- ~~**Barclay Downs Drive:** 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 is required for the complete review of this petition due to the site generating more than 2,500 daily trips and/or triggering other City TIS requirements.

Staff will receive the petition and begin review, but the public hearing will not be scheduled until the TIS is approved to allow for the minimum time necessary for CDOT to review the study and reach agreement with the petitioner on the required transportation commitments. Any agreed upon commitments shall be included on the last site plan submitted no fewer than 4 weeks prior to the public hearing. Therefore, additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT (and NCDOT).

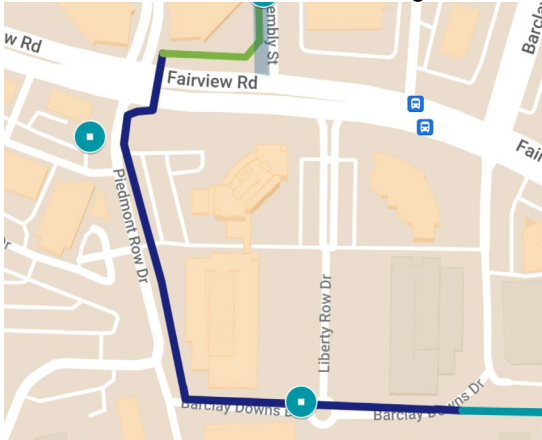
- Outstanding Comment from 1-25-23** Revise site plan and conditional note(s) to commit to dedicate 63 feet of right-of-way from the Fairview Road centerline. The site plan shall label and dimension the right-of-way from the road centerline.

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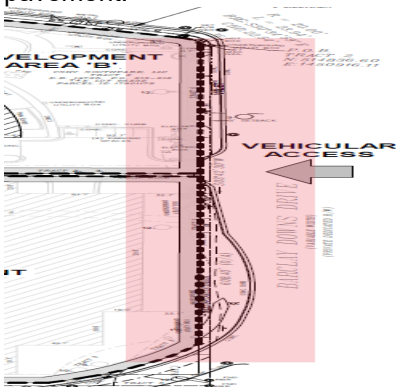
4. ~~Revise site plan and conditional note(s) to commit to constructing The LOOP standard 12 foot sidewalk along the portion of the property frontage where The LOOP is designated to be constructed. As shown below, The LOOP path is along the southern portion of Barclay, goes North on Piedmont Row Drive, and crosses Fairview at the existing crosswalk.~~



5. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 12-foot Multi-Use Path on Fairview Road to support the City Council adopted Charlotte Streets map, and to meet the Council-adopted Charlotte BIKES Policy. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement.

Clarifying Comment 2-22-23: Update conditional note V.e. under Transportation to state “Sidewalks may meander to preserve exiting conditions where approved by CDOT and Urban Forestry.”

6. ~~CDOT is requesting that the petitioner revise site plan and conditional note(s) to commit to construct an 8 foot planting strip, and 5 foot/ sidewalk along the Eastern portion of property along Barclay Downs Drive. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement.~~



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. Per coordination and request of The LOOP project team: revise site plan and conditional note(s) to commit to install LOOP branded furniture within property boundary that includes 2 benches and a bike rack near intersection of Piedmont and Fairview within Development Area "A". The LOOP project team has already purchased the furniture, the request is for the developer to install it.~~
- ~~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."~~
11. **New Comment 2-22-23:** In order to comply with federal ADA requirements, the ramps and crosswalk(s) across Fairview Road and Piedmont Row Drive will need to be reinstalled so that the width is the same as the Multi-Use Path(s) the petitioner has agreed to install. A note should be added to install the crossing across Fairview Road with Loop Brand crosswalk markings.



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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 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>