

# Rezoning Transportation Analysis

Petition Number: 2022-160

General Location Identifier: 05302210, 05302211, 05302212, 05302219, 05302220, 05302221, 05302224  
05302225

**From: Jake Carpenter, PE**  
Jacob.carpenter@charlottenc.gov  
980-221-5675

**Reviewer: Patrick Monroe**  
Patrick.Monroe@charlottenc.gov  
704-301-1411

## Revision Log:

Date	Description
02-23-23	First Review (PDM)

## General Review Information

The petition is located on the south side of Mount Holly Road, a State-maintained major throughfare east of Creston Circle, a State-maintained local street. The petition is located in a northwest wedge outside of Route 4, within the Catawba Area Plan.

Active Projects Near the Site:

- o N/A

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*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.*

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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 Mount Holly Road, a State-maintained major throughfare east of Creston Circle, a State-maintained local street. A Traffic Impact Study (TIS) is not required for this site. The proposed site plan will generate less vehicular trips than what is currently entitled under the existing zoning. Site plan and/or conditional note revisions are needed to commit to providing left and right turn lanes at the proposed site access on Mount Holly Road, committing to improving Creston Road to NCDOT standards, and revising the proposed public street to a private street with public access easement. Further details are listed below.

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05302225

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family Detached Multifamily (Low-Rise) General Office	3 Dwelling Units 3 Dwelling Units 3,968 SF	120	Tax Record
Entitlement with Current Zoning	Industrial Retail Single Family (I-1, B-2, & R-3, 24.13 acres)	62,100 SF 18,450 SF 50 Dwelling Units	1,680	General Guidance from Planning
Proposed Zoning	Multifamily (Mid-Rise) (R-12MF LWPA, 24.13 acres)	288 Dwelling Units	1,330	Site Plan: 08-15-22

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

## Outstanding Issues

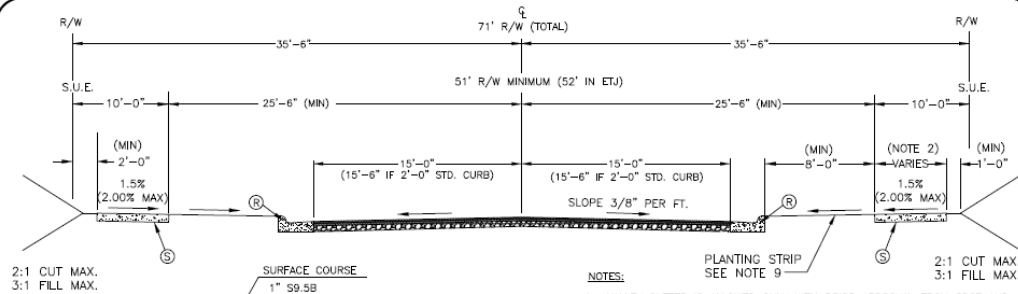
**Strikethrough = Resolved**

### 1. Curblines:

- a. **Mount Holly Road:** Location of curb and gutter to be installed at 33 feet from roadway centerline to accommodate the Charlotte Streets Map roadway typical section of a four plus lane avenue with shared use path.



- b. **Creston Road:** Location of curb and gutter to be installed at 17.5 feet from roadway centerline in accordance with the Local Residential Wide typical section (CLDSM U-03).



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05302225

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.

3. Revise site plan and conditional note(s) to label and dimension the existing ROW on Creston Road. Provide a minimum of 26-feet of right-of-way from the road centerline on Creston Road if it does not exist. The site plan shall label and dimension the right-of-way from the road centerline.

4. Per coordination with NCDOT, revise site plan and conditional notes to commit to upgrading Creston Road to meet minimum NCDOT standards from Mount Holly to the proposed site access. Reconcile conditional note 3.e to reflect a Local Residential Wide typical section (CLDSM U-03) or equivalent NCDOT standard.

e. THE SITE'S FRONTAGE ON CRESTON CIRCLE WILL BE IMPROVED TO A LOCAL RESIDENTIAL MEDIUM STREET CROSS-SECTION WITH EIGHT (8) FOOT PLANTING STRIP AND AN EIGHT (8) FOOT SIDEWALK.

5. Per coordination with NCDOT, provide a westbound 150-foot left turn lane and an eastbound 100-foot right turn lane on Mount Holly Road at the proposed site access. An eastbound left turn lane on Mount Holly should also be provided to meet intersection geometry requirements for the intersection. In addition, it is recommended that the proposed driveway location is analyzed for intersection sight distance requirements.

e. THE SITE'S FRONTAGE ON CRESTON CIRCLE WILL BE IMPROVED TO A LOCAL RESIDENTIAL MEDIUM STREET CROSS-SECTION WITH EIGHT (8) FOOT PLANTING STRIP AND AN EIGHT (8) FOOT SIDEWALK.

f. ALL TRANSPORTATION IMPROVEMENTS SHALL BE CONSTRUCTED AND APPROVED PRIOR TO THE RELEASE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR THE SITE. THE PETITIONER MAY PHASE TRANSPORTATION IMPROVEMENTS IF SAID IMPROVEMENTS AND PHASING ARE EXPLICITLY DESCRIBED IN SITE PLAN NOTES OR AGREED TO DURING THE LAND DEVELOPMENT APPROVAL PROCESS FOR THE SITE. THE PETITIONER MAY REQUEST THAT CDOT ALLOW A BOND TO BE POST FOR ANY IMPROVEMENTS NOT COMPLETED AT THE TIME THE FIRST CERTIFICATE OF OCCUPANCY IS REQUESTED AND RELEASED.

g. THE LOCATION OF THE PROPOSED DRIVEWAYS ARE PRELIMINARY AND MAY CHANGE BASED ON MEETING REQUIRED INTERSECTION SIGHT DISTANCE WHEN REVIEWED DURING THE PERMITTING PROCESS.

Highly recommend this is completed prior to rezoning approval.

6. Per coordination with NCDOT and Subdivision, revise the proposed public street to meet NCDOT standards if the site will not be annexed into the City, or revise road to be a private street with a public access easement. If the site will be annexed into the City and the road is to remain public, the road will need to be realigned to meet CDOT standards and the angled parking will need to be removed.

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. 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."

9. If site is to remain in the ETJ: Revise site plan and conditional note(s) to construct an 8-foot sidewalk on Creston Road and a 12-foot multi-use path on Mount Holly Road. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement, and the facilities should be located outside of the ROW. Add conditional note that the entire facility must be outside of the right of way and within a public access easement. Add conditional note committing to construction and maintenance of the 8-foot sidewalks and 12-foot multi-use paths.

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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>