

Rezoning Transportation Analysis

Petition Number: 2025-098

General Location Identifier: 22120111

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Reviewer:

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Revision Log:

Date	Description
9-24-25	First Review (NK)
10-23-25	Second Review (NK)
11-03-25	Trip Generation Update (DR)
11-25-25	Third Review (NK)

General Review Information

The petition is located at the intersection of Carmel Commons Boulevard, a City-maintained major collector, and Pineville-Matthews Road, a State-maintained major arterial. The petition is located in a Carmel/Hwy 51 mixed use activity center outside Route 4.

Active Projects Near the Site:

- N/A

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 at the intersection of Carmel Commons Boulevard, a City-maintained major collector, and Pineville-Matthews Road, a State-maintained major arterial. A Comprehensive Transportation Review (CTR) is required for this site due to the site falling within the medium to high intensity development. Based on the 2,207 daily trips, this will trigger a Tier 3 multimodal assessment and Tier 3 transportation demand management (TDM) assessment. Site plan revisions are needed to commit to cross access to adjacent properties in accordance with UDO article 31.2. Further details are listed below.

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Scenario	Land Use	Intensity	Trip Generation			Source
			Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	
Existing Use	General Office	45,984 SF	590	86	87	<i>Tax Record</i>
Entitlement with Current Zoning	General Office (OFC, 7.09 acres)	45,984 SF	590	86	87	<i>General Guidance from Planning</i>
Proposed Zoning	Multifamily (Mid-Rise) Retail (CAC-1, 7.09 acres)	380 DUs 4,000 SF	1,984	165	175	Site Plan: 08-08-25
Proposed Zoning	Multifamily (Mid-Rise) Retail (CAC-1, 7.09 acres)	380 DUs 4,500 SF	2,207	174	197	Site Plan: 10-13-25

Trip Generation

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. ~~Pineville-Matthews Road:~~ Location of future back of curb and gutter is 44' from road centerline. Per NCDOT request, the existing curb and gutter is allowed to remain its current location.



~~6+ Boulevard, 8' planting strip with 12' SUP~~

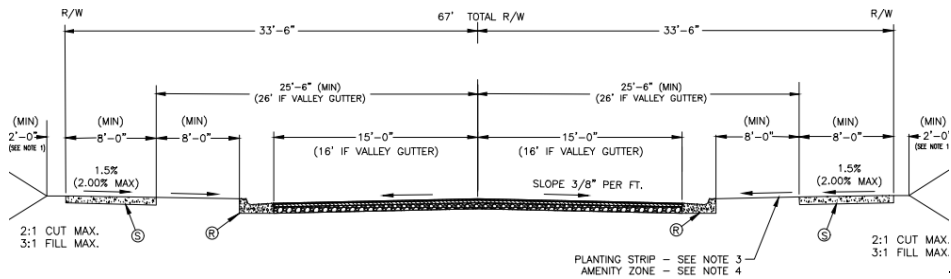
~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

- b. ~~Carmel Commons Blvd:~~ Location of future back of curb and gutter is 17.5' from road centerline. The existing curb and gutter is allowed to remain in its current location.

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U-07B Local Collector Street Typical Section (8' Sidewalk)

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 the medium to high intensity development which based on the 2,207 daily trips will trigger Tier 3 (14 mitigation points) for multimodal assessment and Tier 3 (6 mitigation points) for transportation demand management assessment. The petitioner shall review and assess the publicly accessible pedestrian network within 1/4 mile walking distance of the site to identify multimodal infrastructure to meet the Tier 3 (14 mitigation points) for multimodal assessment. Petitioner shall also provide transportation demand management strategies to meet Tier 3 (6 mitigation points) to reduce vehicle trips and encourage alternative modes of transportation.

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/v/2/growth-and-development/documents/dev-center-fees/resources/udo-site-data-tables-curb-ramps-and-ctr.xlsx>

3. ~~Revise site plan and conditional note(s) to show proposed access location on the site plan. Site plan is to callout/identify access location(s). Add a conditional note(s) to further identify location and commit to coordination of the access design during permitting with NCDOT and CDOT.~~
4. **Outstanding Comment 10.22.25:** Revise site plan to commit to cross access stubs to both adjacent properties per UDO article 31.2. The connection will need to be a vehicular and cannot remain as pedestrian only.

Outstanding Comment From 10.25.25: Revise site plan to commit to cross access stub to South parcel adjacent to project.

Clarifying Comment 11.25.2025: The UDO requires cross access to both the adjacent parcel to the east and the parcel south. Revise conditional note to include the parcel to the south.

c. A CROSS-ACCESS EASEMENT SHALL BE PROVIDED TO THE PARCEL TO THE EAST AS REQUIRED BY ORDINANCE. SUCH EASEMENT MAY BE MODIFIED OR ELIMINATED THROUGH THE ADMINISTRATIVE ADJUSTMENT PROCESS.

d. OPEN SPACE WITHIN THE DEVELOPMENT WILL COMPLY WITH THE REQUIREMENTS OF ARTICLES 11.4 AND 16.5 OF THE UDO.

B. Parcels Requiring Cross-Access

1. Abutting parcels which each front on an arterial street shall provide cross-access between the parcels when the following conditions occur:
 - a. Subdivision as defined by Section 30.3.A; or
 - b. Construction of a new principal structure.
2. When a parcel fronting either a collector or a local street abuts a corner lot which has frontages on both the collector or local street and an arterial street, both parcels shall provide cross-access to each other when either actions listed in items B.1.a or B.1.b above occur.

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- ~~5. Revise site plan and conditional note(s) to commit to dedicate 64' of right of way from the Pineville-Matthews road centerline. The site plan shall label and dimension the right-of-way from the road centerline. Additionally, a 2' SUE must be added to the back of SUP.~~
- ~~6. Revise site plan and conditional note(s) to commit to dedicate 36.6' of right-of-way from the Carmel Commons road centerline. The site plan shall label and dimension the right-of-way from the road centerline. Additionally, a 2' SUE must be added to the back of SUP.~~
- ~~7. Revise site plan and conditional note(s) to commit to construct bicycle facilities by installing a 12' multi-use path in accordance with the council adopted Charlotte Streets Map. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements.~~
- ~~8. 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."~~
- ~~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."~~
- ~~11. If adjacent to NCDOT road: 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 north-eastern Mecklenburg area, by way of a private/public partnership effort or other public sector project support."~~

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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 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 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>