

# Rezoning Transportation Analysis

Petition Number: 2020-030

General Location Identifier: Tax ID 06706105

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**Revision Log:**

Date	Description
03-23-20	First Review
4/22/20	Second Review

## General Review Information

The site is on Remount Road (minor thoroughfare, city maintained) and Monument Street (local street, city maintained) and is in a corridor inside Route 4. The site is within the limits of the Westside Strategy Plan. In reference to the Vision Zero Action Plan, Remount Road is classified within Charlotte's High Injury Network.

### Active Projects Near the Site:

- CATS Silver Line
  - Scope: Construct new light-rail line generally along Wilkinson Blvd., Independence Blvd., and Monroe Rd. between Belmont and Matthews.
  - Phase: Planning
  - Construction: TBD
  - PM: Andy Mock
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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.*

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*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 site is located on a minor thoroughfare. The petitioner should revise the site plan to meet the ordinance requirements and the outstanding items listed below.

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## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Historic Single Family & Vacant Municipal Building	1	9	Tax Record
Entitlement with Current Zoning	Single Family (R5 – 1.46 acres)	7	70	General Guidance from Planning
<del>Proposed Zoning</del>	<del>Commercial Uses</del>	<del>15,000 SF</del>	<del>570</del>	<del>Site Plan: 01-27-20</del>
Proposed Zoning	Commercial Uses	16,000 SF	605	Site Plan: 04-13-20

Please provide responses to comments with plan submittal.

### Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

1. ~~**Curbline**~~ The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
  - a. ~~**Remount Road:**~~ Location of curb and gutter should be moved to 20.5 feet from existing road centerline to accommodate the proposed on-street parking, per Charlotte Land Development Standards Manual (CLDSM) standard detail number U-05A – Local Office/Commercial Wide Street Typical Section.
  - b. ~~**Monument Street:**~~ The future location of curb and gutter is in its existing location.
 

The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road.
2. ~~**Traffic Study**~~ A Traffic Impact Study is not necessary for the complete review of this petition.
3. ~~**Rescinded**~~ The petitioner should revise the site plan and conditional note(s) to commit to dedicate a minimum of 30 feet of right-of-way from the Remount Road centerline, per Chapter 12 of the Zoning Ordinance requirements for a Charlotte Regional Transportation Planning Organization (CRTPO) classified minor thoroughfare. The site plan should label and dimension the right-of-way from the road centerline.
4. The petitioner should revise the site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 6-foot sidewalk on Remount Road and Monument Street, per MUDD requirements as required within Chapter 9 of the Zoning Ordinance. The proposed sidewalk should meander behind the existing trees where feasible, located within a sidewalk utility easement if outside of the public right of way. If sidewalk may not be relocated behind the trees, sidewalk may be proposed to meander inside of the existing trees with a minimum of 7-foot back of curb sidewalk. The site plan should label and dimension both items from the back of curb and gutter and road centerline.
5. ~~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 where feasible.~~
6. ~~**Resolved**~~ Sample format for comment that is resolved

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## 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.