

# Rezoning Transportation Analysis

Petition Number: 2022-217

General Location Identifier: 06907319

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

**Reviewer: Travis Miller**  
Travis.Miller@charlottenc.gov  
980-221-5778

## Revision Log:

Date	Description
4-26-23	First Review (JT)

## General Review Information

The petition is located at the intersection of Venice Knights Way, a privately maintained street, and Reno Avenue, a City-maintained local street. The petition is located in a northwest wedge inside Route 4, within the Westside Strategy Plan Study Area.

### Active Projects Near the Site:

- 3052 Rozzelles Ferry Road  
Commercial project adding parking and storage located at 3052 Rozzelles Ferry Road
- Duke Energy Lakewood Tie Station
  - Commercial project repaving and striping of existing parking lot. Installation of internal fence to separate the building/parking from the electrical substation. Adding an access drive to facilitate movement from the east side of the building to the west side of the building. Located at 435 Norwood Drive.
- Oleary Operations Center
  - Commercial project including paving of existing gravel lot across Centre Street. The project is located at the intersection of Norwood Drive and Rozzelles Ferry Road

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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 site is located at the intersection of Venice Knights Way, a privately maintained street, and Reno Avenue, a City-maintained local street. A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the conventional rezoning. CDOT will work with the petitioner during the permitting process to ensure all required streetscape and transportation related ordinance requirements are complied with for adequate access and connectivity to the site and surrounding network.

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## Trip Generation

Scenario	Land Use	Intensity	Trip Generation on (vehicle trips/day)	Source
Existing Use	General Office Building	16,593 SF	245	Tax Record
Entitled Use	Warehouse (I-2 9.15 acres)	398,575 SF	670	General Guidance from Planning
Proposed Use	IC-2	Too many uses to determine	N/A	General Guidance from Planning

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

## Outstanding Issues

**Strikethrough = Resolved**

### 1. **Traffic Study:**

A Traffic Impact Study (TIS) is not necessary 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.

## 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>