

# Rezoning Transportation Analysis

Petition Number: 2023-001

General Location Identifier: 07112129, 07112130, and 07112131.

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## Revision Log:

Date	Description
5-24-23	First Review (TM)
10-26-23	Second Review (IW)

## General Review Information

The petition is located at the intersection of State Street, a City-maintained minor collector, and Gesco Street, a City-maintained local street. The petition is location in a west corridor inside Route 4, within the Westside Strategy Plan Study Area.

Active Projects Near the Site:

- 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 site is located at the intersection of State Street, a City-maintained minor collector, and Gesco Street, a City-maintained local street. A Traffic Impact Study (TIS) is not required for this site due to the site generating less than 2500 daily trips. Site plan and/or conditional note revisions are needed including the addition of standard CDOT conditional notes and completion of a requested Comprehensive Transportation Review. 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 Building Warehousing	2,400 SF 48,915 SF	165	Tax Record
Entitled Use	Warehouse (I-2, 6.08 acres)	264,845 SF	460	General Guidance from Planning
Proposed Use	Multifamily (Mid-Rise) (MUDD, 6.08 acres)	450 Dwelling Units	2,105	Site Plan: 12/28/22

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

## Outstanding Issues

**Strikethrough = Resolved**

### 1. ~~Curbline:~~

a. ~~**State Street:** 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 (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. **Outstanding Comment from 5-24-23: Comprehensive Transportation Review (CTR):**

The Comprehensive Transportation Review was recently approved by City Council under the new UDO. CDOT is **requesting** the petitioner complete a CTR for the site. The petition's zoning would fall within the medium to high intensity development which based on the 2,105 daily trips will trigger Tier 3 (14 mitigation points) for multimodal assessment and Tier 3 (6 mitigation points) transportation demand management assessment, as found in the Charlotte Streets Manual.

As part of this request, the petitioner shall review and assess the publicly accessible pedestrian network within ¼ mile walking distance of the site to identify multimodal infrastructure to meet the Tier 3 (14 mitigation points) for multimodal assessment.

As part of this request, the petitioner shall identify site-specific and development-related ways to reduce single occupant vehicle trips and encourage alternative modes of transportation to meet the Tier 3 (6 mitigation points) for TDM assessment.

### 4. ~~Revise site plan and conditional note(s) to commit to dedicate 35.5 feet of right-of-way from the road centerline. The site plan shall label and dimension the right-of-way from the road centerline.~~

### 5. ~~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,~~

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~~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."~~

- ~~6. 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."~~
7. **Outstanding Comment from 5-24-23** 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."

**Clarifying Comment:** Update Conditional note 3.F. and remove portion that states "under this section 3" as some of the transportation improvements are under other sections such as the streetscape.

## 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 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 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>