

# Rezoning Transportation Analysis

Petition Number: 2023-125

General Location Identifier: 077053317, 07705312, 07705314, 07705304, 07705303, 07705302, 07705301

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## Revision Log:

Date	Description
11-21-23	First Review (IW)

## General Review Information

The petition is located adjacent to Tipton Drive, a State-maintained local street, west of Statesville Avenue, a State-maintained major arterial. The petition is located in a north corridor outside of Route 4.

### Active Projects Near the Site:

- There are no known active transportation projects in the vicinity.

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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 adjacent to Tipton Drive, a State-maintained local street, west of Statesville Avenue, a State-maintained major arterial. Based on the 2,295 daily trips, the petitioner will be required to satisfy Tier 3 Multimodal and Transportation Demand Management (TDM) assessments. Site plan and/or conditional note revisions are needed to commit to labeling and dimensioning the future back of curb, completing the CTR, constructing streetscape along public street frontages, and adding conditional notes. Further details are listed below.

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## Trip Generation

Scenario	Land Use	Intensity	Trip Generation			Source
			Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	
Existing Use	Warehousing	143,883 SF	270	41	44	<i>Tax Record</i>
Entitlement with Current Zoning	Warehouse (ML-1, 8.04 acres)	80,400 SF	165	33	36	<i>General Guidance from Planning</i>
Proposed Zoning	Multipurpose Recreational Facility High Turnover Sit Down Restaurant Drinking Place (IMU, 8.04 acres)	74,645 SF 9,514 SF 4,900 SF	2,295	106	188	<i>Site Plan: 08-21-23</i>

**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. **Statesville Ave:** Location of future back of curb and gutter is 38' from centerline.  
  
4+ Avenue, Buffered/Separated Bike Lanes
- b. **Tipton Drive:** The future location of curb and gutter is in its existing location.
- c. **Carmine Street:** The future location of curb and gutter is in its existing location.

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

**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 2,295 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 ¼ 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.

- 3. Revise site plan and conditional note(s) to commit to dedicate 33.5' from center of right-of-way from the road centerline along Tipton Drive. The site plan shall label and dimension the right-of-way from the road centerline.







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10. 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 Western 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>