

# Rezoning Transportation Analysis

Petition Number: 2023-139

General Location Identifier: 07303207

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**Reviewer:** Isaiah Washington  
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## Revision Log:

Date	Description
11-21-23	First Review (ME)
12-19-23	Second Review (IW)

## General Review Information

The petition is located adjacent to South Church Street, a City-maintained major arterial and Good Samaritan Way a City-maintained local road. The petition is within the Uptown Center City Activity Area and within Center City 2020 Vision Plan.

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 petition is located adjacent to South Church Street, a City-maintained major arterial and Good Samaritan Way a City-maintained local road. The petition is within the Uptown Center City Activity Area and within Center City 2020 Vision Plan. A Comprehensive Transportation Review (CTR) is not necessary for the complete review of this petition due to the nature of the optional provisions for signage. There are no outstanding CDOT issues.

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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	General Office Retail	461,008 SF 15,433 SF	5,267	661	696	<i>Tax Record</i>
Entitlement with Current Zoning	General Office Retail (UMUD-O, 1.621 acres)	461,008 SF 15,433 SF	5,267	661	696	<i>General Guidance from Planning</i>
Proposed Zoning*	General Office Retail (UMUD-O SPA, 1.621 acres)	461,008 SF 15,433 SF	5,267	661	696	<i>General Guidance from Planning</i>

\*SPA for signage for a mixed-use development.

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

### Outstanding Issues

**Strikethrough = Resolved**

**~~1. Comprehensive Transportation Review (CTR):~~**

~~A Comprehensive Transportation Review (CTR) is not necessary for the complete review of this petition. If during the permitting process the site generates the designated number of trips outlined on Table 3.1 in the Charlotte Streets Manual, then a Comprehensive Transportation Review will be required.~~

**~~2. Add a conditional note specifying "A Right of Way Encroachment Agreement is required for the installation of any non-standard item(s) (signage, 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."~~**

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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>