

# Rezoning Transportation Analysis

Petition Number: 2023-144

General Location Identifier: 1250164, 12520158, 12520105, 12520107, 12520110, 12520111, 12520163, 12520168, 12520167, 12520166, 12520165

**From:** Jake Carpenter, PE

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**Reviewer:**

**Natalie King, PE**

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## Revision Log:

Date	Description
12-27-23	First Review (JT)

## General Review Information

The petition is located at the intersection of Hickory Grove Road, a City-maintained minor arterial, and Carya Pond Lane, a privately-maintained local street. The petition is located in an east wedge outside of Route 4, within the Eastland Area Plan.

## Active Projects Near the Site:

- CIP - Uptown Cycle Link
  - Project ID: PMES211697
  - Location Description: S. Mint Street and N. Pine Street from W. Palmer Street to 6th Street; W. Hill Street from S. Tryon Street to S. Mint Street; Davidson Street from E. 4th Street to E. 6th Street; and a new connector from S. Cedar Street to Graham Street
  - Project Description: Construct a network of dedicated, separate bike lanes in the center city, linking together other bikeways into and across the center city, making the overall network more continuous and navigable.
  - Project Type: Pedestrian and Bike
  - Project Phase: Planning
  - Anticipated Completion Date Year: 2024
  - PM: Kristie Kennedy - [kristie.kennedy@charlottenc.gov](mailto:kristie.kennedy@charlottenc.gov)
  - Project Impact: Creates Complete Street
  - Project URL: <https://www.charlottenc.gov/Growth-and-Development/Projects/Uptown-CycleLink>

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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 at the intersection of South McDowell St, a City-maintained local street, and East Morehead Street, a City-maintained Avenue. The site will be subject to transportation improvements in

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accordance with approved rezoning 2021-092. The changes requested within this SPA for parking, signage, and setback do not impact public street design, and there are no additional comments from CDOT.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	General Office Medical Office	211,345 SF 21,604 SF	2,102	Tax Record
Entitlement with Current Zoning	General Office Retail (O-2, B-1, & B-2, 14.28 acres)	218,834 SF 77,500 SF	8,135	RZ 2000-61, RZ 2005-090, and General Guidance from Planning
*Proposed Zoning	General Office College Mid-Rise Residential w/Ground Floor Commercial Hotel (MUDD-O SPA, 14.28 acres)	393,000 SF Medical School 1,000 Units 600 Rooms	15,590	RZP# 2021-092

\*SPA to approved rezoning 2021-092 to request approval of optional provisions related to parking, signs, and a setback.

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

## Outstanding Issues

**Strikethrough = Resolved**

## 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.
1. 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.
2. 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.
3. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
4. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
5. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link: <https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>