

Rezoning Transportation Analysis

Petition Number: 2025-063

General Location Identifier: 17706212

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Reviewer:

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Revision Log:

Date	Description
6-25-25	First Review (NK)
8-20-25	Second Review (NK)

General Review Information

The petition is located adjacent to Carnegie Avenue, a City-maintained major collector, north of Fairview Road, a City-maintained expressway. The petition is located in the South Park Mixed Use Activity Center outside of Route 4, within the South Park Small Area Plan.

Active Projects Near the Site:

- N/A

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.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

The site is located adjacent to Carnegie Avenue, a City-maintained major collector, north of Fairview Road, a City-maintained expressway. More information is needed on the intended use of the site to evaluate trip generation and potential CTR triggers. A conditional note for CTR must be added.. 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	General Office	77,458 SF	929	134	134	<i>Tax Record</i>
Entitlement with Current Zoning	General Office (OFC, 5.5 acres)	77,458 SF	929	134	134	<i>General Guidance from Planning</i>
Proposed Zoning	Multifamily (Mid-Rise) (RAC, 5.5 acres)	360 Dwelling Units	1,671	147	141	Site Plan: 05-15-25
Proposed Zoning	Multifamily (Mid-Rise) or Retail (RAC, 5.5 acres)	360 Dwelling Units or 8,000 SF	1,671 or 567	147 or 25	141 or 66	Site Plan: 05-15-25

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. ~~Carnegie Boulevard:~~ The location of the future back of curb from road centerline is 17.5' and the existing curb can remain in its location since the current location of back of curb is 27.03'.

~~Local Collector Street Section (8' sidewalk) U-07B~~

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

2. Comprehensive Transportation Review (CTR):

~~More information is needed on the intended use of the site to evaluate trip generation and potential CTR triggers. Additional comments may be forthcoming after information is provided.~~

The petition's zoning falls within the medium to high intensity development which based on the 1,671 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.

Complete CTR summary table and include on the revised plan. CTR table link (use Site Data Table – CTR Summary tab): <https://www.charlottenc.gov/files/sharedassets/city/v/2/growth-and-development/documents/dev-center-fees/resources/udo-site-data-tables-curb-ramps-and-ctr.xlsx>

Clarifying Comment 8.20.25: Site will trigger Tier 3 multimodal and TDM. Add conditional note that says, "Site will comply with CTR requirements to be finalized in permitting."

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- ~~3. Revise site plan and conditional note(s) to commit to dedicate 43 feet of right-of-way from the road centerline. The site plan shall label and dimension the right-of-way from the road centerline. The 2' SUE can begin at back of the sidewalk.~~
- ~~4. Revise site plan and conditional note(s) to commit to showing proposed building locations and internal street network. Additional comments may be added to this memo, once the revised site plan is received.~~

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>