Rezoning Transportation Analysis

Petition Number: 2026-003

General Location Identifier: 15506102

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Revision Log:

Date	Description
2-26-26	First Review (NK)
3-12-26	Second Review (NK)
3-26-26	Third Review (NK)
4-28-26	Fourth Review (NK)

General Review Information

The petition is located adjacent to Fenton Place, a City-maintained local street, east of Providence Road, a State-maintained major arterial. The petition is located in a south wedge outside of Route 4.

Active Projects Near the Site:

- NA

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 Fenton Place, a City-maintained local street, east of Providence Road, a State-maintained major arterial. A Comprehensive Transportation Review (CTR) is not necessary for the complete review of this petition due to minor conditional rezoning that has no significant traffic impacts. A CTR will be required during permitting if the site generates site trips over ordinance thresholds. The site will be subject to transportation improvements in accordance with the UDO and the adopted CDOT Streets Map. CDOT will work with the petitioner during the permitting process to pursue all options to provide additional forms of connectivity that reflect the types of development associated with this place type and zoning district. All outstanding CDOT comments have been addressed.

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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	Retail**	29,535 SF	1,476	59	168	*Tax Record*
Entitlement with Current Zoning	Office Flex Complex (OFC, 0.84 acres)	29,535 SF	1,476	59	168	*General Guidance from Planning*
Proposed Zoning	(NC, 0.84 acres) *	Too many uses to determine	-	-	-	*Site Plan: 01-14-26*

*Trip generation not provided for this zoning district for conventional rezonings.

**Trip generation based on retail located on adjacent parcel. The rezoning boundary, however, contains a surface parking area and no primary uses.

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. Revise Transportation note b to include required streetscape improvements along Providence Road frontage.~~

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