

Rezoning Transportation Analysis

Petition Number: 2025-027

General Location Identifier: 03521305, 03521314

From: Jake Carpenter, PE

Jacob.Carpenter@charlottenc.gov

980-221-5675

Reviewer:

Isaiah Washington

Isaiah.Washington@charlottenc.gov

980-275-2494

Revision Log:

Date	Description
05-28-25	First Review (IW)
07-23-25	Second Review (IW)
08-26-25	Third Review (IW)
09-23-25	Fourth Review (IW) ZC
01-22-26	Fifth Review (IW)

General Review Information

The petition is located east of Valleydale Road, a State-maintained minor arterial, and north of Summerville Road, a City-maintained local street. The petition is located in a northwest wedge outside of Route 4, within the Mount Holly Road Special Project Plan.

Active Projects Near the Site:

- There are no known projects in the vicinity.

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 east of Valleydale Road, a State-maintained minor arterial, and north of Summerville Road, a City-maintained local street. A Traffic Impact Study (TIS) is not required for the site due to the development generating site trips under ordinance thresholds and not meeting additional TIS triggers. The petitioner has committed to constructing all transportation improvements required per UDO. Petitioner to revise site plan and/or conditional notes to show proposed public road to extend to existing Goodman Road. Further details 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	Vacant	-	-	-	-	<i>Tax Record</i>
Existing Use	Single Family Auto Service Center	1 DU 1,075 SF	33	3	3	<i>Tax Record</i>
Entitlement with Current Zoning	Single Family Retail (N1-B & CG, 4.76 acres)	43 Dwelling Units 13,900 SF	970	48	113	<i>General Guidance from Planning</i>
Entitlement with Current Zoning	Single Family Retail (N1-B & CG, 5.38 acres)	13 Dwelling Units 20,200 SF	1,236	58	243	<i>General Guidance from Planning</i>
Proposed Zoning	Single Family Attached (N2-A, 4.76 acres)	43 Dwelling Units	277	17	22	<i>Site Plan: 03-07-25</i>
Proposed Zoning	Single Family Attached (N2-A, 5.38 acres)	49 Dwelling Units	323	20	25	<i>Site Plan: 01-12-26</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. ~~Goodman Road:~~ Location of future back of curb and gutter to be 17.5' feet.

~~GLDSM standard U-03A1 per Table 33-2 and 33-4 in UDO.~~

~~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.~~

~~3. Add a conditional note specifying "A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (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."~~

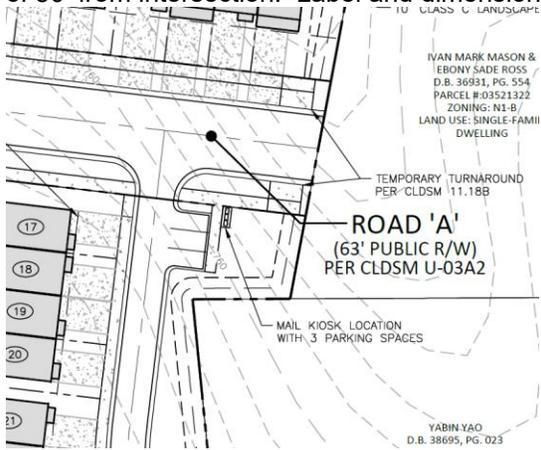
~~4. Revise site plan and conditional note(s) to commit to showing cross-section dimensions. (i.e. 15' dimensions of lanes from centerline, 8' planting strip, etc.)~~

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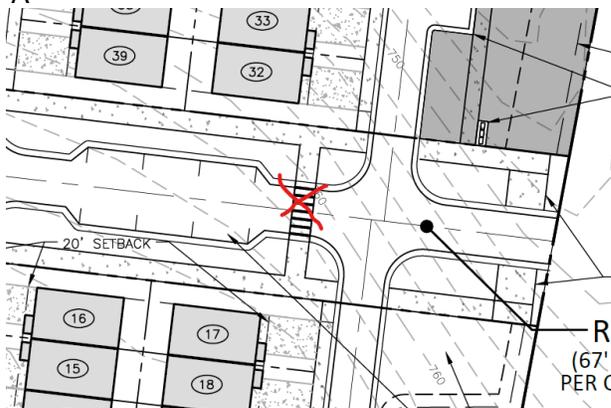
- ~~5. Revise site plan and conditional note(s) to commit to updating the streetscape to be 8' planting strip and 8' sidewalk based on CLDSM 0-03A1.~~
- ~~6. Revise site plan and conditional note(s) to commit to moving the on-street parking a minimum distance of 50' from intersection. Label and dimension.~~



- ~~7. Add a conditional note specifying "the Petitioner shall dedicate and convey in fee simple all rights-of-way to the City before the site's first building certificate of occupancy is issued. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible."~~
- ~~8. Add a conditional note specifying "All transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued."~~

The petitioner may phase transportation improvements if said improvements and phasing are approved by CDOT and explicitly described in site plan notes.

- 9. NEW COMMENT BASED ON UPDATED SITE PLAN 07/23/25:** Remove crosswalk striping on Road 'A'



- 10. NEW COMMENT BASED ON UPDATED SITE PLAN 01/22/26:** Revise site plan and conditional note to connect proposed ROW by extending "Road A" to existing Goodman Road as stated in "Part X. Subdivision Streets Other Infrastructure" in the UDO.

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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>