

Rezoning Transportation Analysis

Petition Number: 2025-030

General Location Identifier: 02327129, 02327130, and portion of 02327131

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Reviewer: Isaiah Washington
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Revision Log:

Date	Description
04-23-25	First Review (KC)
05-21-25	Second Review (KC)
11-20-25	Third Review (IW) Site Plan Added
12-22-25	Fourth Review (IW/KC)
01-28-26	Fifth Review (IW) ZC

General Review Information

The petition is located adjacent to Mount Holly-Huntersville Road, a State-maintained major arterial, east of Rozzelles Ferry Road, a State-maintained minor arterial. The petition is in a Brookshire/I-485 Mixed Use Activity Center outside of Route 4, within the I-485 Interchange Analysis Study.

Active Projects Near the Site:

- There are no known transportation 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 petition is located adjacent to Mount Holly-Huntersville Road, a State-maintained major arterial, east of Rozzelles Ferry Road, a State-maintained minor arterial. 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. Site plan and/or conditional note revisions commit to constructing curb and gutter to future location, changing Right of Way to be behind planting strip and constructing Shared Use Path behind right of way, and contributing Fifty Thousand dollars for future improvements in the area. Site plan revisions are needed to update the call out so that it is clear that the curb and gutter is being constructed by petitioner and not by a separate project. 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	Single Family Church	2 Dwelling Units 43,894 SF	316	16	24	Tax Record
Entitlement with Current Zoning	Single Family (N1-A, 8 acres)	24 Dwelling Units	272	20	26	General Guidance from Planning
Proposed Zoning	Multifamily (Low-Rise) (N2-B, 8 acres)	96 Dwelling Units	412	31	38	Site Plan: 03-11-25
Proposed Zoning	Multifamily (Low-Rise) Day Care Center (N2-B, 8 acres)	62 Dwelling Units 18,000 SF	1,330	240	247	Site Plan: 05-05-25
Proposed Zoning	Multifamily (Low-Rise) Day Care Center (N2-B, 8 acres)	70 Dwelling Units 18,000 SF	1,381	243	251	Site Plan: 11-10-25
Proposed Zoning	Multifamily (Low-Rise) (N2-B, 8 acres)	95 Dwelling Units	684	52	61	Site Plan: 12-18-25

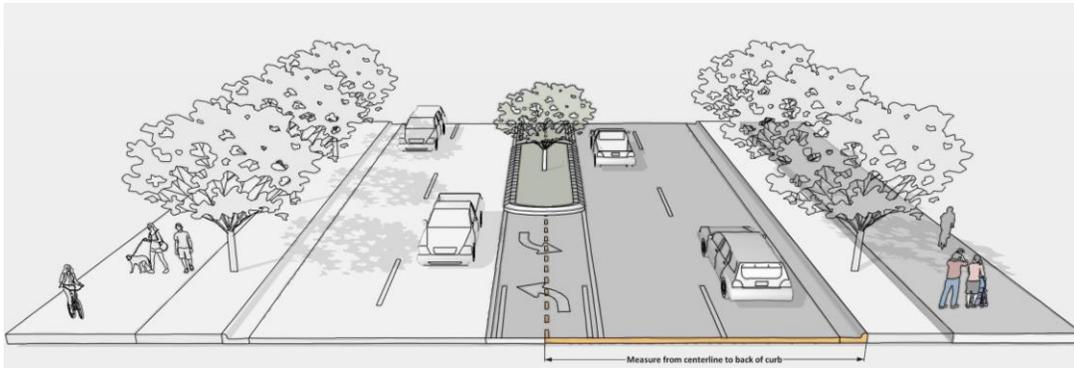
Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

Outstanding Issues

Strikethrough = Resolved

1. **Curblines:**

- a. **Outstanding comment:** ~~Mount Holly – Huntersville Road: Location of future back of curb and gutter to be constructed 30' from centerline to accommodate the cross section of a 4+ Avenue. This future back of curb location will vary at the intersection due to intersection geometry features.~~



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

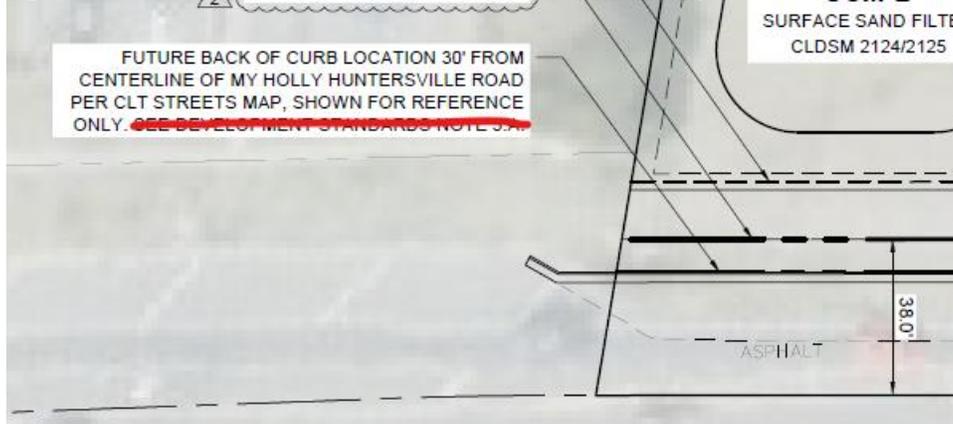
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Clarifying Comment 12-22-25: Site must construct curb and gutter in it's future location, unless otherwise informed by NCDOT. Email confirmation would be needed from NCDOT stating they will not allow curb and gutter to go to future location.

Clarifying Comment 01-28-26: Update call out to remove reference to Note 3.A. as it creates confusion about who is constructing the Curb and Gutter along frontage. Add "to be constructed by petitioner/developer" to call out.



2. Comprehensive Transportation Review (CTR):

A Traffic Impact Study is required for the complete review of this petition due to the site generating site trips over ordinance thresholds found in the Charlotte Streets Manual Table 3.1 and/or triggering other City TIS requirements.

Staff will receive the petition and begin review, but the public hearing will not be scheduled until the TIS is approved to allow for the minimum time necessary for CDOT to review the study and reach agreement with the petitioner on the required transportation commitments. Any agreed upon commitments shall be included on the last site plan submitted no fewer than 4 weeks prior to the public hearing. Therefore, additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT (and NCDOT).

The petition's zoning falls within the medium to high intensity development which based on the 1,381 daily trips will trigger Tier 1 (3 mitigation points) for multimodal 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 1 (3 mitigation points) for multimodal assessment.

3. ~~Revise site plan and conditional note(s) to commit to dedicate 52 feet of right of way from the Mount Holly Huntersville Road centerline. The site plan shall label and dimension the right of way from the road centerline. Add a conditional note committing to reserving ROW along this petition's frontage.~~
4. **Outstanding Issue from 11-20-25:** 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."
5. **Outstanding Issue from 11-20-25:** 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."

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6. ~~Outstanding Issue from 11-20-25:~~ 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.

7. ~~Outstanding Issue from 11-20-25:~~ Add conditional note specifying “All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad north Western Mecklenburg area, by way of a private/public partnership effort or other public sector project support.”

8. ~~Outstanding Issue from 11-20-25:~~ Revise site plan and conditional note(s) to construct 8-foot planting strips and 12 multi-use paths on Mount Holly Huntersville Road. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement. If this site is not annexed into the city, add a conditional note that the entire facility must be outside of the right of way and within a public access easement. Add conditional note committing to construction and maintenance of the 12-foot multi-use paths on Mount Holly Huntersville Road.

~~Clarifying Note 12-22-25:~~ Due to site being in ETJ, 12’ MUP must be placed outside of right of way. Proposed right of way may be moved to face of sidewalk.

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>