

Rezoning Transportation Analysis

Petition Number: 2025-123

General Location Identifier: 03309304,03309303,03309301,03309302

From: Jake Carpenter, PE

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Reviewer:

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Revision Log:

Date	Description
12-23-25	First Review (IW)
02-19-26	Second Review (KC)
07-23-26	Third Review (IW)
08-25-26	Fourth Review (IW) ZC

General Review Information

The petition is located adjacent to Kelly Road, a State-maintained major collector, north of Pleasant Grove Road, a State-maintained minor arterial. The petition is located in a northwest wedge outside of Route 4, within the Westside Strategy Plan Study Area.

Active Projects Near the Site:

- There are no known active projects in the area.

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 Kelly Road, a State-maintained major collector, north of Pleasant Grove Road, a State-maintained minor arterial. A Comprehensive Transportation Review (CTR) is required for this site due to the site falling within the low intensity development area. Based on the 2,242 daily trips, this will trigger a Traffic Impact Study Site and Tier 3 multimodal assessment. The TIS was approved on 05/26/2026. Site plan and/or conditional notes commit to showing TIS required improvements such as re-marking for and new constructing turn lanes. There are no further outstanding Transportation issues.

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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	3 DUs	40	2	3	<i>Tax Record</i>
Entitlement with Current Zoning	Single Family (N1-A, 61.255 acres)	183 DUs	1,759	129	175	<i>General Guidance from Planning</i>
Proposed Zoning	Single Family (N1-D, 61.255 acres)	490 DUs	3,683	249	290	<i>Site Plan: 11-14-25</i>
Proposed Zoning	Single Family (N1-D, 61.255 acres)	212 DUs	2,242	153	203	<i>Site Plan: 02-03-26</i>

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

Outstanding Issues

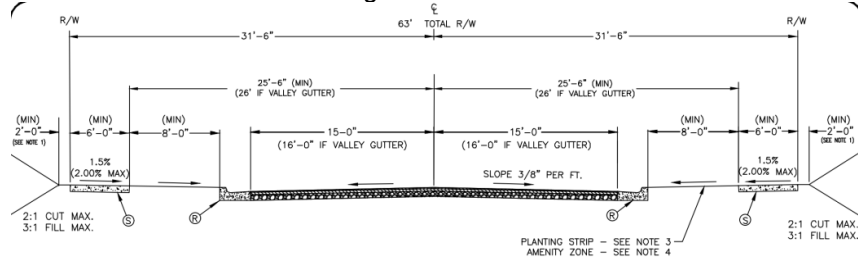
Strikethrough = Resolved

1. ~~Curbline:~~

a. ~~Kelly Road: Location of future back of curb and gutter is to be 17.5' from centerline.~~

~~CLDSM standard U-07A 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.~~



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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 commitments agreed upon 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).~~

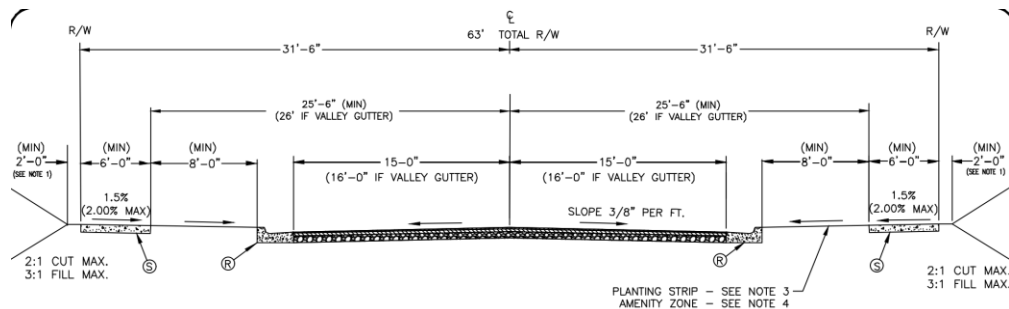
~~The petition's zoning falls within the low intensity development which based on the 2,242 daily trips will trigger Tier 3 (9 mitigation points) for multimodal assessment. The petitioner shall review and assess the publicly accessible pedestrian network within 1/4 mile walking distance of the site to identify multimodal infrastructure to meet the Tier 3 (9 mitigation points) for multimodal assessment.~~

~~Complete CTR summary table and include it 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>~~

~~TIS scope was approved on 02/13/2026.~~

~~TIS was approved on 5/26/2026.~~

- ~~3. Revise site plan and conditional note(s) to commit to dedicate 31.5' right of way from the road centerline along Kelly Road. The site plan shall label and dimension the right of way from the road centerline.~~
- ~~4. 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. Revise site plan and conditional note(s) to commit to constructing Road A, Road C to meet CLDSM U-07A.~~

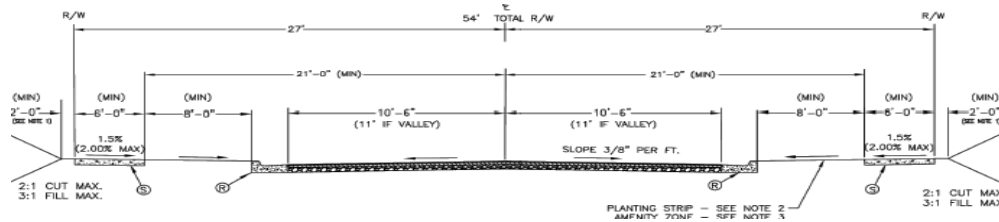


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6. ~~Revise site plan and conditional note(s) to commit to constructing Road B, Road D, Road E, Road F, Road G and Road J to meet CLDSM U-02A.~~



7. ~~**Outstanding comment 07/23/26:** 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.”~~
~~**Clarifying Comment 07/23/26:** Remove Note D under transportation and add note exactly as stated above. The above statement includes all right of way that is required to be dedicated and conveyed.~~

~~Remove portion related to new dwelling single family detached in note “H”. The statement of “in fee simple ALL rights of way to the city...” covers everything including the single family detached homes. CDOT does not want any confusion when it comes to dedicating the right of way.~~

~~PETITIONER WILL DEDICATE VIA FEE SIMPLE CONVEYANCE ANY ADDITIONAL RIGHT-OF-WAY INDICATED ON THE REZONING PLAN AS RIGHT-OF-WAY TO BE DEDICATED, AND THE ADDITIONAL RIGHT-OF-WAY WILL BE DEDICATED PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW DWELLING - SINGLE-FAMILY DETACHED UNIT TO BE CONSTRUCTED ON THE SITE. PETITIONER WILL PROVIDE A PERMANENT SIDEWALK EASEMENT FOR ANY OF THE PROPOSED SIDEWALKS/MULTI-USE PATHS LOCATED ALONG THE PUBLIC STREETS LOCATED OUTSIDE OF THE RIGHT-OF-WAY. THE PERMANENT SIDEWALK EASEMENT WILL BE LOCATED A MINIMUM OF TWO (2) FEET BEHIND THE SIDEWALKS/MULTI-USE PATHS 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. ~~Revise site plan and conditional note(s) to construct 8-foot planting strips and 6-foot sidewalks on Kelly Road. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement.~~

10. ~~Revise site plan and conditional note(s) to update Note “I” to remove “For a New Dwelling - Single-Family Detached Unit”.~~

~~I. ALL TRANSPORTATION IMPROVEMENTS WILL BE APPROVED AND CONSTRUCTED PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW DWELLING - SINGLE-FAMILY DETACHED UNIT TO BE CONSTRUCTED ON THE SITE.~~

11. ~~Revise site plan and conditional note(s) to update note J. under “Transportation” to state “THE TRANSPORTATION IMPROVEMENTS SET OUT BELOW SHALL BE APPROVED AND CONSTRUCTED PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY AS DICTATED BY APPROVED TIS”. Remove portion stating “For a New Dwelling - Single-Family Detached Unit”.~~

12. ~~Revise site plan and conditional note(s) by showing the required turn lanes on the site plan as required by the Traffic Impact Study. Show all required improvements on the site plan and final design is to be coordinated during permitting.~~

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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>