

Rezoning Transportation Analysis

Petition Number: 2025-131

General Location Identifier: 10503131

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Reviewer: Brent Hyatt, PE
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Revision Log:

Date	Description
1-22-26	First Review (BH)
2-19-26	Second Review (BH)
3-26-26	Third Review (BH)

General Review Information

The petition is located adjacent to Rocky River Road, a State-maintained major arterial, south of Seven Oaks Drive, a City-maintained local street. The petition is located in an east wedge outside of Route 4, within the Newell Small Area Plan.

Active Projects Near the Site:

- No active projects near the site.

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 Rocky River Road, a State-maintained major arterial, south of Seven Oaks Drive, 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. Site plan and/or conditional note revisions are needed to commit to constructing new curb and gutter, dedicating required right of way, clarifying proposed internal streets, constructing proposed shared use path along the entire parcel frontage and tying proposed sidewalks into existing pedestrian facilities. 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	Church	13,200 SF	100	4	6	Tax Record
Entitlement with Current Zoning	Single Family (N1-A, 6.16 acres)	18 DU	208	16	20	General Guidance from Planning
Proposed Zoning	Townhomes (N2-A, 6.16 acres)	56	376	23	30	Site Plan: 12-16-25

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

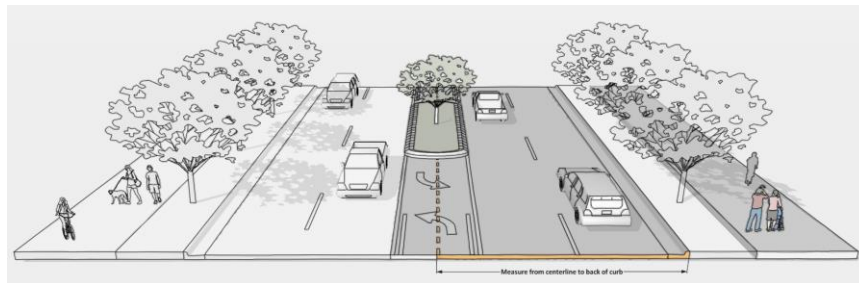
Outstanding Issues

Strikethrough = Resolved

1. Curblines:

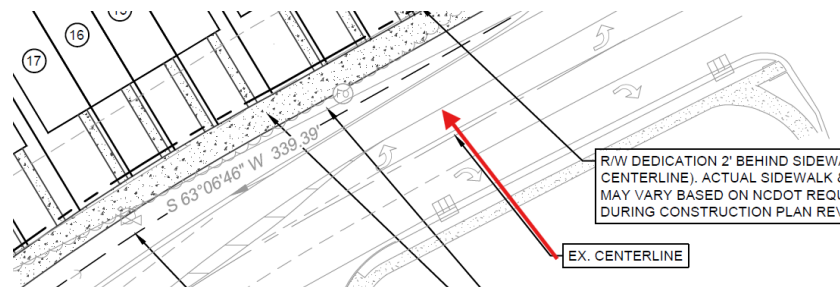
- a. **Grier/Rocky River Road:** Future back of curb and gutter is to be located 30 feet from road centerline and must be shown in the future location according to UDO Article 32.7 and Charlotte Streets Map.

Arterial 4+ Avenue with Shared Use Path (Charlotte Streets Map).



Label and dimension the existing and future back of curb and gutter from the centerline for each road on the site plan.

CLARIFYING COMMENT 2-19-26: Revise callout/leader of "EX. CENTERLINE" to show existing striped center dividing line and show 2 westbound through-lanes along project frontage.



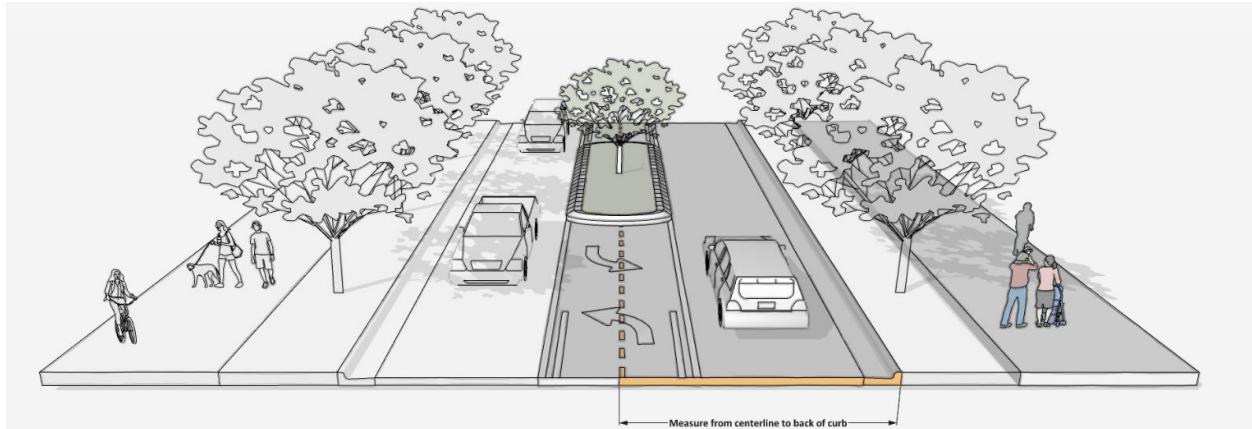
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- b. **Rocky River Road:** Future back of curb and gutter is to be located 19-feet from road centerline and must be shown in the future location according to UDO Article 32.7 and Charlotte Streets Map.

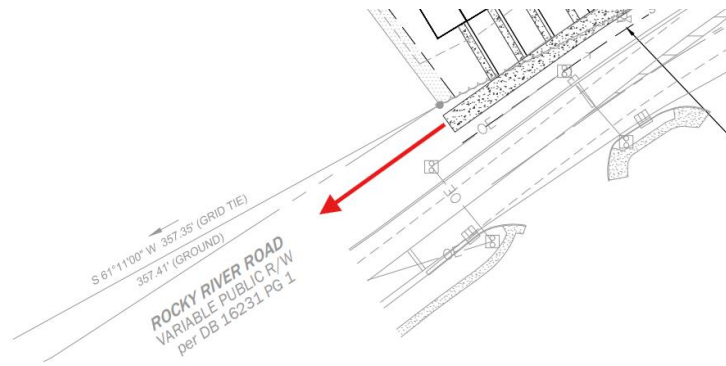
2+ Avenue, Shared Use Path



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. ~~Revise site plan and conditional note(s) to commit to dedicate 52 feet right of way from the road centerline of Rocky River Road. The site plan shall label and dimension the right of way from the road centerline. An additional 2 feet of SUE will be needed from the back of sidewalk.~~
4. **OUTSTANDING COMMENT FROM 1-22-26:** Revise site plan and conditional note(s) to commit to construct bicycle facilities by installing a 12' multi-use path in accordance with the council-adopted Charlotte Streets Map. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements.
5. **OUTSTANDING CDOT REQUEST FROM 01-22-26:** Revise site plan and conditional note(s) to commit to provide pedestrian facilities by constructing shared use path (SUP) connecting to existing crosswalk at Grier Rd and Rocky River Rd per CDOT request. Install a curb ramp matching the pedestrian paths width. This will complete a pedestrian network and create safe access to associated amenities in the area including Reedy Creek Park across the street.

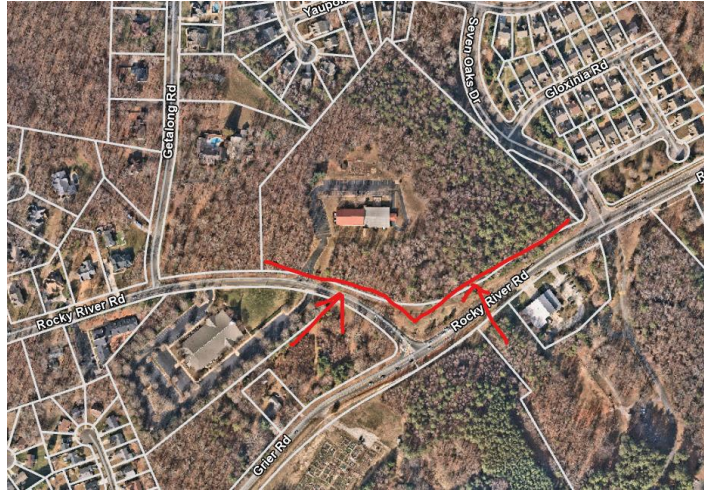


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NEW COMMENT 3-26-26: This petition has been reviewed per subdivision requirements, and it was determined that street improvements are required along the entire frontage of the parcel in accordance with UDO Article 32.7. An 8-foot planting strip and a 12-foot Shared use path is required along the entire Grier Road and Rocky River Road frontages, not just the development area. Include ramps at the corner of Grier and Rocky River. Curb and gutter is required to be constructed per Charlotte Streets Map. See comment 1 for curblines locations for both frontages. Show these improvement on the site plan along with callouts and dimensions from the roadway centerline. Add conditional notes to commit to installing these improvements. CDOT is scheduling a meeting with NCDOT to discuss the curblines requirements. Please reach out to Brent.Hyatt@charlottenc.gov to confirm curb line requirements per NCDOT discussion.



- OUTSTANDING COMMENT FROM 1-22-26:** Revise site plan and conditional note(s) to clearly show/label internal alleys as private. Identify them as either a private street or private alley. Add a conditional note identifying each.



- Revise site plan and conditional notes to commit to providing internal public road as Local Residential Wide Street with 8' planting strip and 8' sidewalk. Label and dimension the future back of curb and gutter from the centerline of the proposed road.

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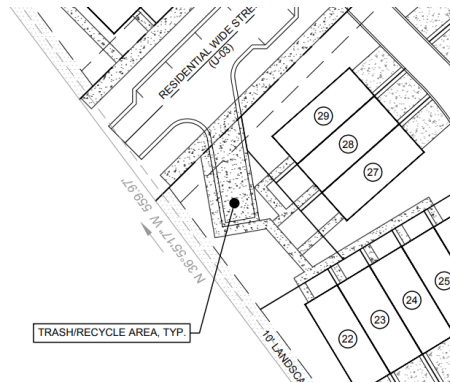
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CLARIFYING COMMENT 2-19-26: Label and dimension the future back of curb and gutter from the centerline of the road on the site plan.

- OUTSTANDING COMMENT FROM 1-22-26:** Revise site plan and conditional note(s) to clarify how the proposed internal public road is to be terminated, whether a stub for future extension or a cul de sac for permanent dead end. Coordinate with subdivision to verify requirement.



- OUTSTANDING COMMENT FROM 1-22-26:** Revise site plan and conditional note(s) to provide labels and dimensions for driveway spacing and angle of intersection for proposed "trash/recycle area." The angle of a driveway intersection with the public or network-required private street shall be 90 degrees in accordance with UDO Article 31.3.



- OUTSTANDING COMMENT FROM 1-22-26:** Revise site plan and conditional note(s) to show that on-street parking must meet City standards, and ADA/PROWAG guidelines. Show proper spacing from driveways and curb ramps etc...One of the on street parking spaces are to be designed as an ADA stall.

- ~~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~~

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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."

12. ~~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."~~

13. **OUTSTANDING COMMENT FROM 1-22-26:** Revise conditional note IV. b. to specify "All transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued."

~~subject to any minor modifications required to accommodate final site and construction plans and designs and to any adjustments required by CDOT for approval.~~

b. Unless otherwise stated herein, all transportation improvements shall be substantially completed prior to the issuance of the first building certificate of occupancy for the Site

~~c. 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.)~~

14. ~~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 northeastern Mecklenburg area, by way of a private/public partnership effort or other public sector project support."~~

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>