

Rezoning Transportation Analysis

Petition Number: 2026-014

General Location Identifier: 02771201

From: Travis Miller, PE

Travis.Miller@charlottenc.gov

980-221-5778

Reviewer:

Brent Hyatt, PE

Brent.Hyatt@charlottenc.gov

704-942-7460

Revision Log:

Date	Description
06-25-26	First Review (ME)

General Review Information

The petition is located at the intersection of Dearmon Road, a State-maintained arterial road and Browne Road a State-maintained arterial road and along Brownstone View Drive a City-maintained local road. The petition is located in the east wedge outside of Route 4, and is in the Neighborhood 1 place type of the 2040 Policy Map.

Active Projects Near the Site:

- NCDOT STIP Project - HL-0112
 - Route: SR 2479 (Dearmon Road)
 - Description: SR 2475 (Benfield Road) to SR 2480 (Browne Road). Construct complete street improvements.
- CNIP Project – Dearmon Road Complete Street Improvements
 - Route: Dearmon Rd between Browne Rd and Benfield Rd
 - Description: Project will provide improvements on DeArmon Road (0.75 mi), from Browne Road to Benfield Road, including a turn lane, curb & gutter, storm drainage, sidewalk and a greenway crossing under DeArmon Road.
 - Project Manager: Adam Jarman - adam.jarman@charlottenc.gov

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.

Rezoning Transportation Analysis

Petition Number: 2026-014

General Location Identifier: 02771201

Transportation Summary

The petition is located at the intersection of Dearmon Road, a State-maintained arterial road and Browne Road a State-maintained arterial road and along Brownstone View Drive a City-maintained local road. 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 right-of-way dedication, construction of streetscape, coordination with a CNIP project, and following NCDOT's planting policies. Further details listed below.

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>
Entitlement with Current Zoning	Retail (B-1, 3.07 acres)	30,700 SF	1,525	60	173	<i>General Guidance from Planning & RZP# 1995-044</i>
Proposed Zoning	Triplexes, Quadplexes, & Townhomes (N1-F, 3.07 acres)	27 DUs	248	31	32	<i>Site Plan: 02-26-26</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:

- Dearmon Road:** Location of curb and gutter to be installed to 27 feet from the roadway centerline to accommodate Charlotte Streets Map to match the typical section shown below.



Rezoning Transportation Analysis

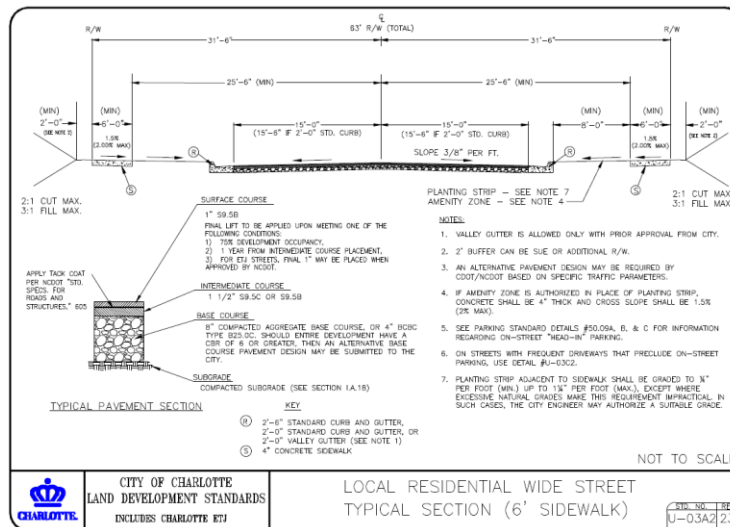
Petition Number: 2026-014

General Location Identifier: 02771201

- b. **Browne Road:** Location of curb and gutter to be installed to 30 feet from the roadway centerline to accommodate Charlotte Streets Map to match the typical section shown below. Curb and gutter should be installed such that gutter line is along the edge of travel lane of the existing right turn lane along Browne Road.



- c. **Brownstone View Drive:** The location of the curb and gutter is in the future curblane location.



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

Rezoning Transportation Analysis

Petition Number: 2026-014

General Location Identifier: 02771201

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 43 feet right-of-way from the road centerline for Dearmon Road. The site plan shall label and dimension the right-of-way from the road centerline. Add a conditional note committing to this improvement.
4. Revise site plan and conditional note(s) to commit to dedicate 52 feet right-of-way from the road centerline for Browne Road. The site plan shall label and dimension the right-of-way from the road centerline. Add a conditional note committing to this improvement.
5. Revise site plan and conditional note(s) to commit to dedicate 35.5 feet right-of-way from the road centerline for Brownstone View Drive. ROW to encompass the 8-foot planting strip and the required 6-foot sidewalk and to be placed 2 feet behind the sidewalk. The last 2 feet behind the sidewalk can also be a sidewalk utility easement (SUE). The site plan shall label and dimension the right-of-way from the road centerline. Add a conditional note committing to this improvement.
6. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and a 6-foot sidewalk on Dearmon Road per Charlotte Streets Map. The site plan shall label and dimension both items from the back of curb and gutter. Add a conditional note committing to this improvement.
7. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and a 12-foot shared use path on Browne Road per Charlotte Streets Map. The site plan shall label and dimension both items from the back of curb and gutter. Add a conditional note committing to this improvement.
8. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and a 6-foot sidewalk on Brownstone View Drive per CLDSM U-03A2. The site plan shall label and dimension both items from the back of curb and gutter. Add a conditional note committing to this improvement.
9. Revise conditional note 5H to specify the “north-eastern Mecklenburg area”.
10. Revise site plan and conditional note(s) to commit to coordinating with the Dearmon Road Comprehensive Neighborhood Improvement Program (CNIP) project.
11. Revise site plan and conditional note(s) to commit to plantings and trees within the right of way following NCDOT planting policies.
12. Revise site plan and conditional note 5F’s first sentence to the following: “Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Sight triangles will be provided in compliance with the UDO, CDOT Sight Distance Policy, and NCDOT requirements.”

Rezoning Transportation Analysis

Petition Number: 2026-014

General Location Identifier: 02771201

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>