Rezoning Transportation Analysis

Petition Number: 2026-036

General Location Identifier: 05539103, 05539101, 05539104

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Revision Log:

Date	Description
6-25-26	First Review (KC)
7-23-26	Second Review (KC)
8-26-26	Third Review (KC)
10-22-26	Fourth Review (KC)

General Review Information

The petition is located adjacent to South 1-85 Service Road, a State-maintained local street, east of Sam Wilson Road, a State-maintained minor arterial. The petition is located in a west corridor outside of Route 4, within the Dixie Berryhill Strategic Plan.

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 site is located adjacent to South 1-85 Service Road, a State-maintained local street, east of Sam Wilson 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 are needed to commit to updating conditional note 3.g. related to the dedication of right of way if needed in accordance with the UDO. Further details are listed below.

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Trip Generation

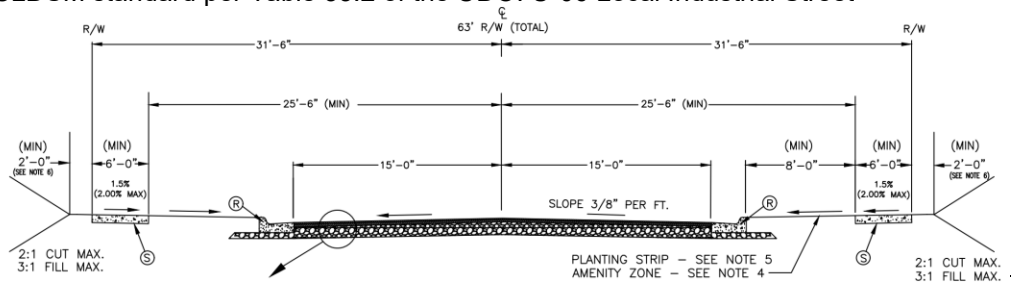
Scenario	Land Use	Intensity	Trip Generation			Source
			Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	
Existing Use	Vacant	-	-	-	-	*Tax Record*
~~Entitlement with Current Zoning~~	~~Industrial (ML-2, 14 acres)~~	~~75,000 SF~~	~~485~~	~~76~~	~~72~~	~~*RZ 2024-068*~~
Entitlement with Current Zoning	Single Family Industrial (N1-A & ML-2, 27.26 acres)	39 Dwelling Units 75,000 SF	909	108	113	*General Guidance from Planning & RZP# 2024-068*
~~Proposed Zoning~~	~~Manufacturing (ML-2, 14 acres)~~	~~1,187,450 SF~~	~~4,679~~	~~799~~	~~840~~	~~*Site Plan: 05-15-26*~~
~~Proposed Zoning~~	~~Manufacturing (ML-2, 27.2 acres)~~	~~330,000 SF~~	~~1,446~~	~~242~~	~~248~~	~~*Site Plan: 07-10-26*~~
Proposed Zoning	Light Industrial (ML-2, 27.2 acres)	305,000 SF	1,098	146	149	*Site Plan: 10-12-26*

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

Outstanding Issues **Strikethrough = Resolved**

1. ~~**OUTSTANDING COMMENT FROM 6-25-26:** **Curbline:**~~
   a. ~~**Interstate I-85 Service Road:** Location of future back of curb and gutter is to be located 17.5' from centerline.~~

   ~~CLDSM standard per Table 33.2 of the UDO: U-06 Local Industrial Street~~



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

~~**CLARIFYING COMMENT:** Update the conditional notes to commit to the proposed curb and gutter on the I-85 Service Road.~~

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 270 peak hour trips will trigger Tier 2 (6 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 2 (6 mitigation points) for multimodal assessment.

Complete CTR summary table and include 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

CLARIFYING COMMENT: TIS is still required based on the updated density.

3. **OUTSTANDING COMMENT FROM 6-25-26:** Revise site plan and conditional note(s) to commit to dedicate 25.5 feet of right-of-way from the road centerline. The site plan shall label and dimension the right-of-way from the Interstate I-85 Service 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. **OUTSTANDING COMMENT FROM 6-25-26:** 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: Update notes on plan sheet and add the following conditional note verbatim: "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."

A developer can not dedicate existing right of way as stated currently in 3.g. of conditional notes


g. Petitioner shall dedicate and convey in fee simple all existing right of way to the City before the site's first building certificate of occupancy is issued.

6. Add a conditional note specifying "All transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued."

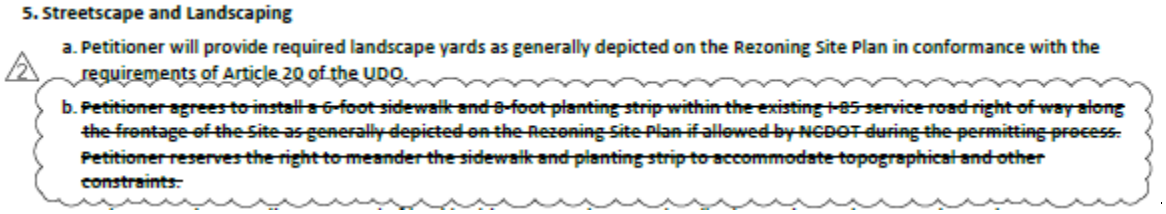
The petitioner may phase transportation improvements if said improvements and phasing are approved by CDOT and explicitly described in site plan notes.

7. ~~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 COMMENT FROM 6-25-26:** Revise site plan and conditional note(s) to construct 8-foot planting strips and 6-foot sidewalks on Interstate I-85 Service Road. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement. Add conditional note 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 6-foot sidewalks/multi-use paths on Interstate I-85 Service Road.~~

   ~~**CLARIYFYING COMMENT:** Update the site plan and conditional note(s) to clearly reflect the required 8-foot planting strips and 6-foot sidewalks along the I-85 Service Road, including the required dimensions and commitments for the public access easement and construction and maintenance.~~

9. ~~**NEW COMMENT BASED ON UPDATED SITE PLAN 7-23-26:** Revise note 5.b. to include commitment to constructing 8' planting strip and 6' sidewalk.~~



   ~~**CLARIYFYING COMMENT:** Update conditional note 5.b, remove strikethrough and commit to constructing 8' planting strip and 6' sidewalk on Interstate I-85 Service Road~~

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