Rezoning Transportation Analysis

Petition Number: 2026-059

General Location Identifier: 04101514, 0410501, 04101502, 04101508, 04101509, 04101510

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Revision Log:

Date	Description
9-24-26	First Review (IW)
10-22-26	Second Review (IW)

General Review Information

The petition is located adjacent to Bishop Madison Lane, a City-maintained local street, east of Beatties Ford Road, a City-maintained major arterial. The petition is located in a north corridor outside of Route 4, within the Westside Strategy Plan Study Area.

Active Projects Near the Site:

- There are no known active 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 Bishop Madison Lane, a City-maintained local street, east of Beatties Ford Road, a City-maintained major 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 labeling for right of way dedication from "future" to "proposed" and adding conditional notes related to abandonment of "Unnamed Road". Further details are listed below.

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Trip Generation

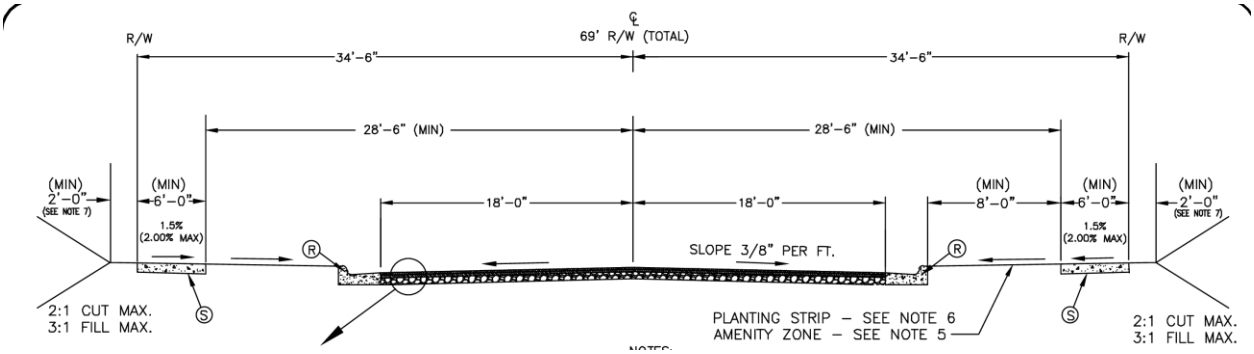
Scenario	Land Use	Intensity	Trip Generation			Source
			Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	
Existing Use	Vacant	-	-	-	-	*Tax Record*
Entitlement with Current Zoning	Commercial (CG, 5.29 acres)	52,900 SF	2,462	86	254	*General Guidance from Planning*
Proposed Zoning	Medical/Dental Office (CR, 5.29 acres)	10,000 SF	322	30	38	*Site Plan: 08-12-26*

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

Outstanding Issues **~~Strikethrough~~ = Resolved**

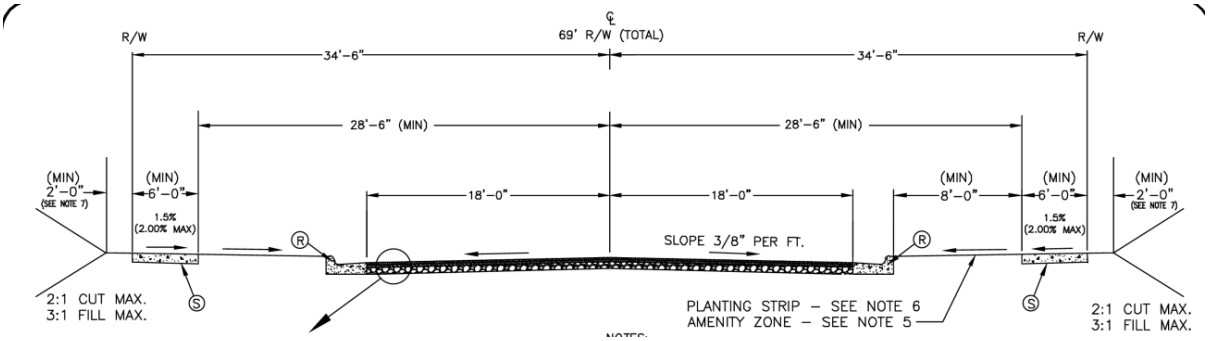
1. **Curbline:**
   a. ~~**Interstate 85 Service Road/Sir Baily Drive:** Location of future back of curb and gutter is 20.5' from centerline.~~

      ~~Per CLDSM standard U-05A2~~



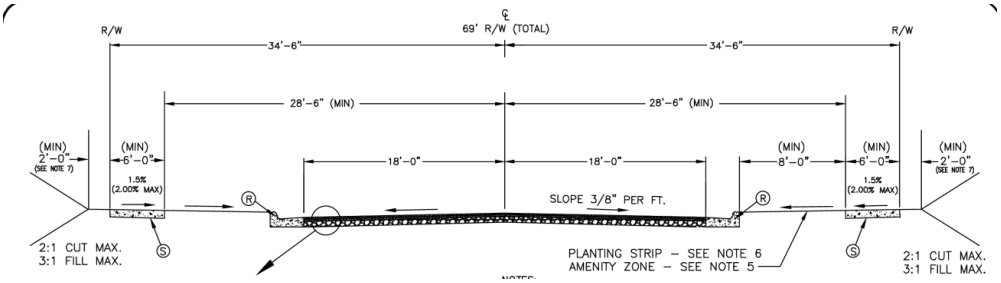
   b. ~~**Bishop Madison Lane:** Location of future back of curb and gutter is 20.5' from centerline.~~

      ~~Per CLDSM standard U-05A2~~



c. **Unnamed Street:** Location of future back of curb and gutter is 20.5' from centerline.

Per CLDSM standard U-05A2



UDO Article 32.7 C.3.b.ii.B exempts relocation of curb and gutter for Commercial Place Type. Site plan still needs to label and dimension the future curb and gutter from the centerline for each road on the site plan.

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. **Outstanding Comment 10-21-26:** Revise site plan and conditional note(s) to commit to dedicate 34.5' of right-of-way from the Sir Bailey Drive road centerline. The site plan shall label and dimension the right-of-way from the road centerline.
Clarifying Comment: Update label to say "Proposed" instead of "Future" for the Right of Way. It needs to be clear that this is being dedicated.

4. **Outstanding Comment 10-21-26**Revise site plan and conditional note(s) to commit to dedicate 34.5' of right-of-way from the Bishop Madison Lane road centerline. The site plan shall label and dimension the right-of-way from the road centerline.
Clarifying Comment: Update label to say "Proposed" instead of "Future" for the Right of Way. It needs to be clear that this is being dedicated.

5. 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."

6. Revise site plan and conditional note(s) to commit to constructing an 8' Planting Strip and 6' Sidewalk along Bishop Madison Lane.

7. Revise site plan and conditional note(s) to commit to constructing an 8' Planting Strip and 6' Sidewalk along "Unnamed Street".

8. Revise site plan and conditional note(s) to commit to constructing an 8' Planting Strip and 6' Sidewalk along Sir Baily Drive.

~~9. 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."~~

~~10. 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.~~

~~11. 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 Mecklenburg area, by way of a private/public partnership effort or other public sector project support."~~

12. **New Comment based on updated site plan 10-21-26:** Add a conditional note specifying "The petitioner needs to complete and submit the Right of way Abandonment Petition form to CDOT for review. The Right of Way Abandonment process is controlled by North Carolina General Statutes and is independent of this rezoning process."

    Petitioner stated in a meeting with CDOT that they would like to have Unnamed Street abandoned. Site plan must clearly state that this is what is being pursued.

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