

# Rezoning Transportation Analysis

Petition Number: 2025-034

General Location Identifier: : 22915310, 22915311, 22915303, 22915313, 22915312, 22915314, 22915307, 22915304, 22915309, 22915305, 22915306

**From: Jake Carpenter, PE**

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**Reviewer:**

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## Revision Log:

Date	Description
4-23-25	First Review (NK)
5-21-25	Second Review (NK)
7-23-25	Third Review (NK)
8-12-25	Fourth Review (NK)
8-26-25	Fifth Review (NK)

## General Review Information

The petition is adjacent to Providence Road, a State-maintained major arterial, north of Golf Links Drive, a City-maintained major collector. The petition is located in a Providence/I-485 Mixed Use Activity Center outside of Route 4, within the I-485 Interchange Analysis Study.

Active Projects Near the Site:

- Not applicable

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*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.*

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Based on our review of the petition, we offer the following information for your consideration.

## Transportation Summary

The site is adjacent to Providence Road, a State-maintained major arterial, north of Golf Links Drive, a City-maintained major collector. 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 revisions are needed to show connection from internal sidewalk network to Providence Road MUP. 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	Single Family	3 Dwelling Units	40	3	4	<i>Tax Record</i>
Entitlement with Current Zoning	Single-Family (N1-A, 6.2 acres)	18 Dwelling Units	208	16	20	<i>General Guidance from Planning</i>
Proposed Zoning	<del>Single-Family Attached (N2-B, 6.2 acres)</del>	<del>90 Dwelling Units</del>	<del>635</del>	<del>41</del>	<del>50</del>	<del>Site Plan: 03-13-2025</del>
Proposed Zoning	Single-Family Attached (N2-B, 6.2 acres)	79 Dwelling Units	552	35	43	<i>Site Plan: 05-08-2025</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. Curblin:

- a. ~~Allison Lane:~~ The future location of back of curb and gutter is 17.5' from road centerline. The installation of new curb and gutter will be required.

~~Local residential wide street typical section w/ 8' sidewalk and 8' planting strip CLDSM: U-03A1~~

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

~~Clarifying Comment 5-21-25: Per ITE parking generation tables, your site has more than the recommended parking, so a residential medium is acceptable. For a residential medium the future location of back of curb and gutter is 13' from road centerline.~~

- b. ~~Allison Woods Drive:~~ The future location of back of curb and gutter is 17.5' from road centerline. The installation of new curb and gutter will be required.

~~Local residential wide street typical section w/ 8' sidewalk and 8' planting strip CLDSM: U-03A1~~

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

~~Clarifying Comment 5-21-25: Per ITE parking generation tables, your site has more than the recommended parking, so a residential medium is acceptable. For a residential medium the future location of back of curb and gutter is 13' from road centerline.~~

- c. ~~Providence Road:~~ The future location of back of curb and gutter is 44' from road centerline. The existing curb can remain in its current location.

~~6+ Boulevard with 12' shared use path and 8' planting strip~~

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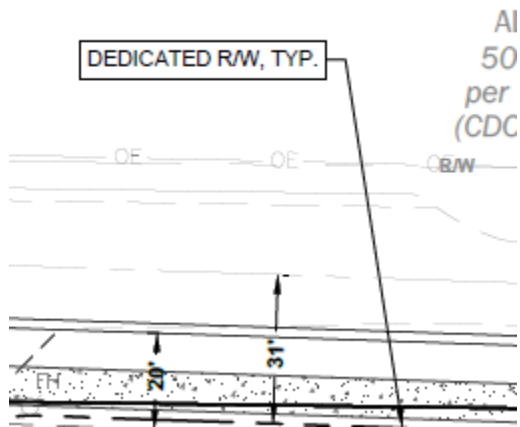
~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

## ~~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. Revise site plan and conditional note(s) to commit to dedicate 33.5' right-of-way from the Allison Lane centerline. The site plan shall label and dimension the right-of-way from the road centerline. Additionally, 2' SUE must be added from the back of sidewalk.~~

**Clarifying Comment 5-21-25:** ~~Dedicated ROW must be dimensioned with a distance. For a residential medium, 31' of right-of-way must be dedicated or 29' right-of-way with a 2' SUE. Please ensure conditional note and sight plan align.~~



~~e. Petitioner shall dedicate 29' of right-of-way from the centerline of Allison Ln~~

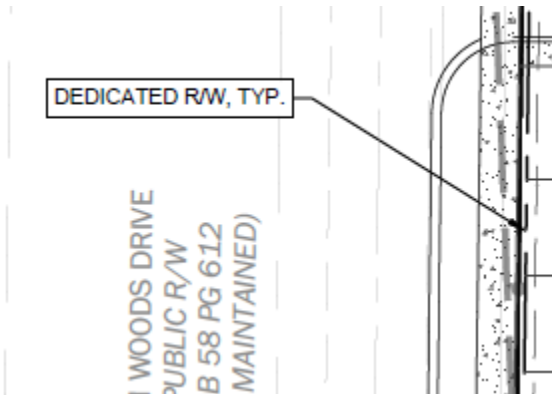
- ~~4. Revise site plan and conditional note(s) to commit to dedicate 33.5' right-of-way from the Allison Woods Drive centerline. The site plan shall label and dimension the right-of-way from the road centerline. Additionally, 2' SUE must be added from the back of sidewalk.~~

**Clarifying Comment 5-21-25:** ~~Dedicated ROW must be dimensioned with a distance. For a residential medium, 31' of right-of-way must be dedicated or 29' right-of-way with a 2' SUE. Please ensure conditional note and sight plan align.~~

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d. Petitioner shall dedicate 29' of right-of-way from the centerline of Allison Woods Drive.

5. ~~Revise site plan and conditional note(s) to commit to dedicate 64' right-of-way from the Providence Road centerline. The site plan shall label and dimension the right-of-way from the road centerline. Additionally, 2' SUE must be added from the back of sidewalk.~~

6. ~~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.~~

~~Clarifying Comment 5-12-25: Please still show the 12' MUP on site plans. If there are topographical constraints, they can be addressed during the permitting process and would require additional information to document the adjustment.~~

7. ~~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."~~

8. ~~Revise site plan and conditional note(s) to show that all public and network required street frontages must have an 8' planting strip and 8' sidewalk.~~

9. ~~Revise site plan and conditional note(s) to remove shown transportation note that references 4' sidewalks and planting strips.~~

c. Petitioner shall provide a minimum four (4) foot wide sidewalk and four (4) foot wide planting strip along the Site's frontage of Allison Woods Drive and Allison Lane, and a minimum four (4) foot wide sidewalk internal to the Site.

10. ~~Revise site plan and conditional note(s) to remove shown transportation note that references minor adjustments of internal streets.~~

b. Minor adjustments to the location of the internal streets/alleys shall be allowed during the construction permitting process.

11. ~~Revise site plan and conditional note(s) to include the installation of 8' planting strip and 12' shared use path along Providence Road frontage.~~

12. ~~Revise site plan and conditional note(s) to state that the existing guard rail must be maintained along Providence Road frontage.~~

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- ~~13. Revise site plan to include the required 100' driveway stem along Allison Woods Drive for the off-street parking as required by the Charlotte Streets Manual.~~
- ~~14. Revise site plan to commit to the labeling of each road with the road name and if it is state, city, or privately maintained. Please include typical section and speed limit.~~

~~Clarifying Comment 5-21-25: Please also label internal streets.~~

~~Clarifying Comment 7-23-25: Allison Woods Drive is a State Maintained Road but has been listed as CDOT maintained on the site plans. This needs to be verified and corrected.~~

- ~~15. Revise site plan and conditional note(s) to commit each public and network required street to follow residential wide typical section CLDSM: U-03A1.~~

~~Clarifying Comment 5-21-25: CLDSM U-02B for medium residential section can be utilized.~~

- ~~16. 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."~~
- ~~17. 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.~~

- ~~18. If adjacent to NCDOT road: 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 south-eastern Mecklenburg area, by way of a private/public partnership effort or other public sector project support."~~

- 19. Outstanding Comment 8.12.25: The internal sidewalk network must have a connection to the Providence Road frontage MUP. Revise site plan and conditional note(s) committing to this connection.**

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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>