

# Rezoning Transportation Analysis

Petition Number: 2025-032

General Location Identifier: 10812102

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**Reviewer:**

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## Revision Log:

Date	Description
04-23-25	First Review (ME)
05-21-25	Second Review (ME)
07-22-25	Third Review (ME)

## General Review Information

The petition is located at the intersection of Plaza Road, a State-maintained arterial road and Hood Road a State-maintained arterial road. The petition is located in the east wedge outside of Route 4, the Rocky River Road Area Plan and is in the Neighborhood 1 place type of the 2040 Policy Map.

Active Projects Near the Site:

- N/A

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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 located on Plaza Road a State-maintained, arterial road and Hood Road a State-maintained arterial 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. Based on the 1,419 daily trips, this will trigger a Tier 1 multimodal assessment. Site plan and/or conditional note revisions are needed to commit to adding sidewalk to internal roadway, revising conditional notes and callouts relating to curblane, right-of-way, NCDOT coordination, and changing the typical section of the internal public roads. 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	-	-	-	-	<i>Tax Record</i>
Entitlement with Current Zoning	Retail (B-1, 15.8 acres)	158,000 SF	5,848	133	537	<i>General Guidance from Planning</i>
Proposed Zoning	<del>Single Family Attached Retail</del> (NC & N2-A, 15.8 acres)	<del>96 Dwelling Units</del> <del>35,000 SF</del>	2,388	110	243	<i>Site Plan: 03-13-25</i>
Proposed Zoning	<del>Single Family Attached Retail</del> (NC & N2-A, 15.8 acres)	<del>94 Dwelling Units</del> <del>25,000 SF</del>	1,951	96	201	<i>Site Plan: 05-12-25</i>
Proposed Zoning	Single Family Attached Athletic Club/Tennis Club Retail (NC & N2-A, 15.8 acres)	94 Dwelling Units 20,000 SF 4,500	1,419	90	142	<i>Site Plan: 07-10-25</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:

- Plaza Road:** Location of curb and gutter to be installed to 19 feet from roadway centerline to accommodate the Charlotte Streets Map with a roadway typical section of 2+ Avenue with shared use path.
- Hood Road:** Location of curb and gutter to be installed to 24 feet from roadway centerline to accommodate the Charlotte Streets Map with a roadway typical section of 2+ Avenue with bike lanes.

NOTE: Additional distance from center line to back of curb may be required in locations where a median is present or around intersections and interchanges.

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

Reference (CLDSM standard detail 11.09) for street typical sections.

**Outstanding Comment 7/22/25:** Provide callout for Hood Road 24 feet from roadway centerline curb and gutter location. Also provide a conditional note committing to both curblines locations.

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## ~~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.~~

The petition's zoning falls within the low intensity development which based on the 1,419 daily trips will trigger Tier 1 (3 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 1 (3 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>

3. **NEW COMMENT 7/22/25:** Revise site plan and conditional notes to provide required planting strip and sidewalk on both sides of proposed internal roadway network. Add a conditional note committing to this improvement.



4. Revise site plan and conditional note(s) to commit to dedicate 38 ft right-of-way from the road centerline for Hood Road and 39 ft for Plaza Road. The site plan shall label and dimension the right-of-way from the road centerline.

**Outstanding Comment 7/22/25:** Provide callout for 38 ft right-of-way dedication along Hood Road. Right-of-way dedication for Plaza Road in site plan callout does not match the value in conditional note V.c. CDOT request that proposed ROW is placed 2-feet behind the back of sidewalk. Ensure that both callout and conditional notes reference the same distance from roadway centerline.

- ~~5. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 12-foot shared use path on Plaza Road per Charlotte Streets Map. The site plan shall label and dimension both items from the back of curb and gutter.~~
- ~~6. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 6-foot sidewalk on Hood Road per Charlotte Streets Map. The site plan shall label and dimension both items from the back of curb and gutter.~~

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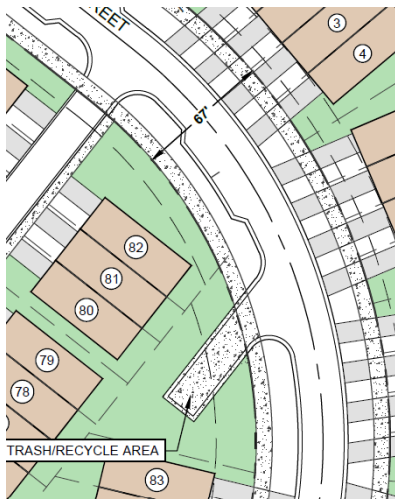
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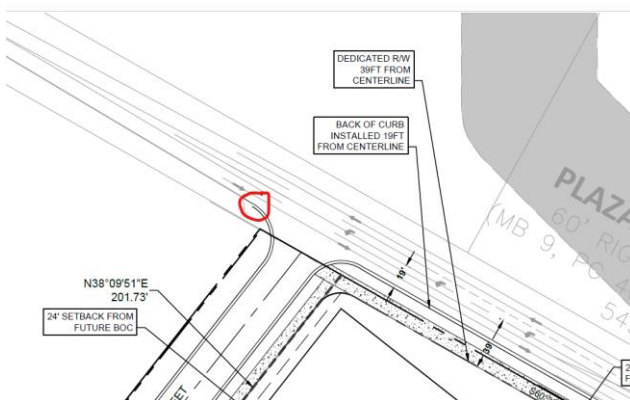
7. Revise site plan and conditional note(s) to commit to both site internal public roads being designed to residential wide streets following CLDSM U-03 with an 8 ft sidewalk. On-street parking should not be located within a roadway curve.

**Outstanding Comment 7/22/25:** Remove on-street parking for the locations pictured below due to both being within curves. All horizontal curves for public roads must be a minimum of 150 feet per the CLDSM section I.B.1. The portion of road leading to the access along Plaza Road will maintain the CLDSM U-03C1 typical section. The other image will maintain the CLDSM U-03B1 typical section.

## CLDSM U-03B1



- ~~8. Revise site plan to create a minimum 10 foot separation from the curb return to the property line for the access along Plaza Road.~~



9. Revise site plan and conditional note(s) to commit to coordinating with NCDOT regarding any roadway improvements or requirements.

**Outstanding Comment 7/22/25:** Provide callout commit to coordinating with NCDOT regarding roadway improvements along Hood Road similar to what is shown for Plaza Road. Provide a conditional note committing to this coordination for both roads.

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- ~~10. Change conditional note "IV.d" to the following conditional note: "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. For conditional note "IV.e" change the phrase "within the area" to "within the broad northeastern Mecklenburg area".~~

- ~~12. Add conditional note: "If at the time of permitting the site remains in the ETJ, the shared-use path along Plaza Road and sidewalk along Hood Road must be constructed outside of the right of way and within a public access easement. Development will both construct and maintain the 12-foot shared-use path and 6-foot sidewalk on Plaza Road and Hood Road respectively."~~

## 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>