

Rezoning Transportation Analysis

Petition Number: 2024-129

General Location Identifier: 11906102,11905301,11905501,11905406

From: Jake Carpenter, PE

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Revision Log:

Date	Description
11-26-24	First Review (CM)
12-23-24	Second Review (CM)
07-24-25	Third Review (CM)
08-20-25	Fourth Review (CM)
10-23-25	Fifth Review (CM)
11-14-25	Sixth Review (TP)
11-24-25	Seventh Review (CM)

General Review Information

The petition is located adjacent to Remount Road, a City-maintained major arterial, west of Tryon Street, a State-maintained major arterial. The petition is located in a south corridor inside of Route 4, within the Center City 2020 Vision Plan.

Active Projects Near the Site:

- I-77 South Corridor Improvements (I-5718A)
 - Widen existing freeway to ten lanes by constructing four managed lanes (two in each direction), reconstruct I-77/I-277 (Belk Frwy) interchange, and install ramp meters.
 - 2045 Estimated Completion

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 Remount Road, a City-maintained major arterial, west of Tryon Street, a State-maintained major arterial. A TIS will be required but a further breakdown of the uses could assist with the TIS determination. Update Brookhill Village Overlay District Notes to remove transportation related exceptions to the UDO including notes I.3.a, I.4.d, and I.8.b, close frontage road adjacent to Remount Road and install streetscape along Remount frontage, close frontage road adjacent to South Tryon Street and install Streetsmap required infrastructure, or shared use path along South Tryon frontage, install minimum 8-ft sidewalk along all internal public streets and provide further detail on density for TIS determination. 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	Apartments (N2-B, 24.4 acres)	292 Dwelling Units	1,346	117	114	<i>General Guidance from Planning</i>
Entitlement with Current Zoning	Apartments (N2-B, 26.7 acres)	320 Dwelling Units	1,480	129	125	<i>General Guidance from Planning</i>
Proposed Zoning	Retail (CAC-1 & CG, 26.7 acres)	562,000 SF	20,538	465	1,956	<i>Site Plan: 12-30-24</i>
Proposed Zoning	N2-B, 15.23 acres CAC-1, 27.24 acres*	-	-	-	-	<i>Site Plan: 10-13-25</i>

*Too many uses to determine trip generation.

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

Outstanding Issues

Strikethrough = Resolved

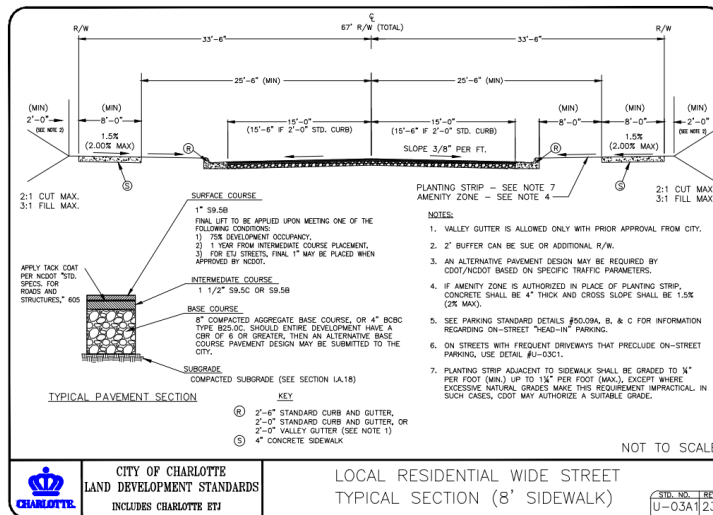
1. Curblines:

- ~~South Tryon Street:~~ curb relocation is required to 42.5' from the centerline to back of curb for a 4+ Avenue, Buffered/Separated Bike Lanes, On-Street Parking is required.
- ~~Remount Road:~~ future back of curb location is 27' from the centerline for a 2+ Avenue, Buffered/Separated Bike Lanes. Existing curb and gutter is located in the future location.
- ~~Future Street A:~~ to be built to residential wide typical section U-03A-1.
- ~~Future Street B:~~ to be built to residential wide typical section U-03A-1.
- ~~Future Street Extension C:~~ to be built to residential wide typical section U-03A-1.
- ~~Future Street D:~~ to be built to residential wide typical section U-03A-1.
- ~~Brookhill Road:~~ Location of future back of curb is 17.5' from the centerline for a residential wide typical section. Show future back of curb location on site plan.
- ~~Remus Road:~~ Location of future back of curb is 17.5' from the centerline for a residential wide typical section. Show future back of curb location on site plan.
- ~~Basin Street:~~ Location of future back of curb is 17.5' from the centerline for a residential wide typical section. Show future back of curb location on site plan.
- ~~Village Court:~~ Location of future back of curb is 17.5' from the centerline for a residential wide typical section. Show future back of curb location on site plan.

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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 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 20,538 daily trips will trigger Tier 3 (14 mitigation points) for multimodal assessment and Tier 3 (6 mitigation points) for transportation demand management 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 3 (14 mitigation points) for multimodal assessment. Petitioner shall also provide transportation demand management strategies to meet Tier 3 (6 mitigation points) to reduce vehicle trips and encourage alternative modes of transportation.

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/v2/growth-and-development/documents/dev-center-fees/resources/udo-site-data-tables-curb-ramps-and-ctr.xlsx>

Clarifying Comment 12.23.24: Provide specific land uses associated with maximum square footages for determination of traffic generation.

Clarifying Comment 7.21.25: Based on the maximum 562,000 SF of commercial space the site will require a TIS, but a further breakdown of the land uses could help inform the TIS determination.

Outstanding Issue 10.23.25: Based on the maximum 562,000 SF of commercial space the site will require a TIS, but a further breakdown of the land uses could help inform the TIS determination.

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Outstanding Issue 11.24.25: Based on the maximum 562,000 SF of commercial space the site will require a TIS, but a further breakdown of the land uses could help inform the TIS determination.

3. ~~Revise site plan and conditional note(s) to commit to dedicate 33.5' right-of-way from the road centerline for all internal streets, and 58.5' right-of-way from the road centerline for South Tryon Street. The site plan shall label and dimension the right-of-way from the road centerline.~~
4. ~~Revise site plan and conditional note(s) to commit to construct bicycle facilities by locating the curb and gutter 42.5' from the center line on South Tryon Street in accordance with the council-adopted Charlotte Streets Map.~~
5. ~~Outstanding Issue 12.23.24:~~ Remove conditional Transportation note V.b.
6. ~~Outstanding Issue 12.23.24:~~ Remove Exception (EX) District Provisions conditional note IV.b.2 IV.c.2 and IV.c.2.i.
7. ~~Revise site plan and conditional note(s) to commit to building future streets A, B, C, and D instead of showing as "future".~~

~~Clarifying Comment 12.23.24: Site plan shows constructing streets A, B, C, and D but Conditional note IV.c.3 is seeking exception to construct future road network. Remove note IV.c.3.~~

8. ~~Revise conditional Transportation note V.d to “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.”~~

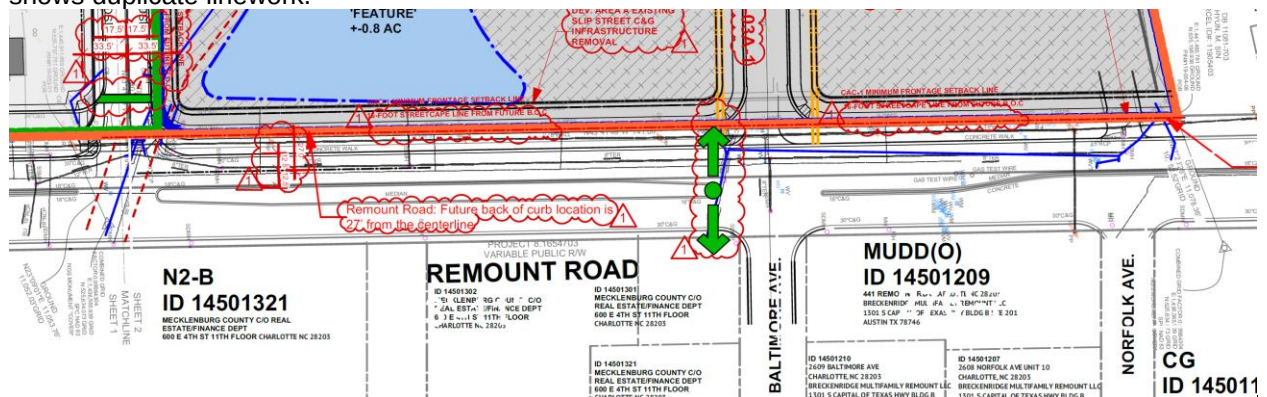
~~Clarifying Comment 12.23.24: Replace note V.h with language above. Remove reference to phasing.~~

- ~~9. Revise conditional Transportation note V.e to "All transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued."~~

~~Clarifying Comment 12.23.24: Replace note V.i with language above. Remove reference to phasing.~~

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

- ~~10. **New Comment 12.23.24:** Revise site plan to clean up linework along Remount Road for connections at Remus Road, Baltimore Avenue, Norfolk Avenue, and the existing slip street. Site plan currently shows duplicate linework.~~

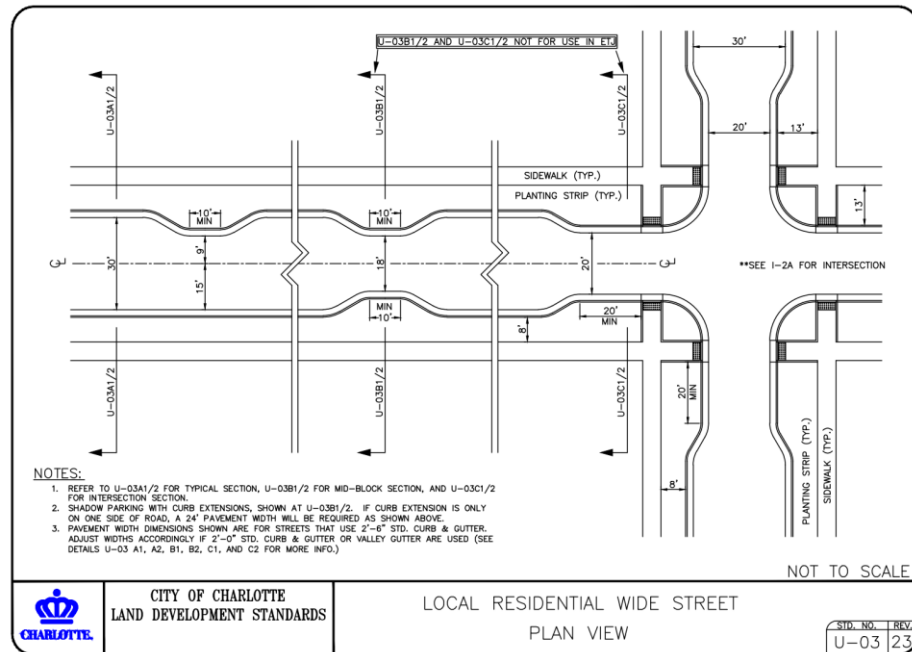


- ~~11. **New Comment 12.23.24:** Revise site plan street sections of New Street A, B, Extension C, and D to GLDSM standard U-03.~~

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12. **New Comment 7.24.25:** Remove Notes H.2.a, H.2.b, H.3.d, H.7.b

Outstanding Comment 8.20.25: Remove Notes I.2.a, I.2.b, I.3.d, I.7.b

Outstanding Comment 10.23.25: Remove Notes I.3.a, I.3.b, I.4.d, I.8.b

Clarifying Comment 11.24.25: Remove Notes I.3.a, I.4.d, I.8.b. Parking standards will follow current CLDSM standards and all events will be coordinated with CDOT events team for any event and/or road closures.

13. **New Comment 10.23.25:** Revise site plan and conditional notes to close frontage roads adjacent to Remount Road. Install streetscape per Charlotte Streets Map including 8-foot planting strip and 8-foot sidewalk. Revise intersection of Remount Road & Brookhill Road and Remount Road & Remus Road as-needed in coordination with the frontage road closure and streetscape improvements.

Outstanding Comment 11.24.25: Revise site plan and conditional notes to close frontage roads adjacent to Remount Road. Install streetscape per Charlotte Streets Map including 8-foot planting strip and 8-foot sidewalk. Revise intersection of Remount Road & Brookhill Road and Remount Road & Remus Road as-needed in coordination with the frontage road closure and streetscape improvements.

14. **New Comment 10.23.25:** Revise site plan and conditional notes to close frontage roads adjacent to South Tryon Street. Install on-street parking, buffered/separated bike lane, and streetscape per Charlotte Streets Map (8-foot planting strip and 8-foot sidewalk) or install a 12-foot shared use path along the South Tryon Street frontage. Revise intersection of South Tryon Street & Brookhill Road and South Tryon Street & Basin Street as-needed in coordination with the frontage road closure, street improvements, and streetscape improvements.

Outstanding Comment 11.24.25: Revise site plan and conditional notes to close frontage roads adjacent to South Tryon Street. Install on-street parking, buffered/separated bike lane, and streetscape per Charlotte Streets Map (8-foot planting strip and 8-foot sidewalk) or install a 12-foot shared use path along the South Tryon Street frontage. Revise intersection of South Tryon Street & Brookhill Road and

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South Tryon Street & Basin Street as-needed in coordination with the frontage road closure, street improvements, and streetscape improvements.

15. **New Comment 10.23.25:** Revise site plan and conditional notes to commit to install minimum 8-foot wide sidewalk along all internal public streets.

Outstanding Comment 11.24.25: Revise site plan and conditional notes to commit to install minimum 8-foot wide sidewalk along all internal public streets with or without public funding.

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>