

Rezoning Transportation Analysis

Petition Number: 2025-061

General Location Identifier: 16911105

From: Jake Carpenter, PE

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Reviewer:

Chris Manno

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Revision Log:

Date	Description
6-25-25	First Review (CM)

General Review Information

The petition is located adjacent to Tyvola Road, a City-maintained major arterial, west of Seventy Seven Center Drive, a City-maintained major collector. The petition is located in a south corridor outside of Route 4, within the Tyvola and Archdale Transit Station Area Plan.

Active Projects Near the Site:

- TIP - I-77 South Corridor Improvements
 - Project Limits: I-277/US 74 (Belk Freeway) Interchange to South Carolina State Line
 - TIP Number: I-5718A
 - 2050 MTP Programming Status: Metropolitan Transportation Plan (MTP), Estimated Completion 2034 -2045
 - Advanced Project Description: 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.
 - ROW Year: Undetermined
 - Construction Year: Undetermined

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 Tyvola Road, a City-maintained major arterial, west of Seventy Seven Center Drive, a City-maintained major collector. A Comprehensive Transportation Review (CTR) is required for this site due to the site falling within the low intensity development. Based on the 3,300 daily trips, this will trigger a Traffic Impact Study and Tier 3 multimodal assessment. Site plan and/or conditional note revisions are needed to commit to add standard transportation conditional notes to plan, coordinate with Chris Manno of CDOT on Turning movements and more detailed use of the site in accordance with the UDO. Further details are listed below.

Rezoning Transportation Analysis

Petition Number: 2025-061

General Location Identifier: 16911105

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	Warehouse (ML-2, 20.95 acres)	912,585 SF	1,480	133	136	<i>General Guidance from Planning</i>
Proposed Zoning	Furniture Store (ML-1, 20.95 acres)	165,000 SF	3,300	94	259	<i>Site Plan: 04-30-25</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:

- Tyvola Road:** Location of future curb and gutter is 44' from the roadway centerline. The existing curb does not need to be relocated.

6+ Boulevard, Shared Use Path

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 low intensity development which based on the 3,300 daily trips will trigger Tier 3 (9 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 3 (9 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>

- Revise site plan and conditional note(s) to commit to dedicate 64' right-of-way from the road centerline. The site plan shall label and dimension the right-of-way from the road centerline.

Rezoning Transportation Analysis

Petition Number: 2025-061

General Location Identifier: 16911105

4. 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.
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. Coordinate with Chris Manno of CDOT to show that turning movements at existing intersection will work for the design vehicle of the proposed site. Additional restrictions or improvements may be required.
7. Coordinate with Chris Manno of CDOT to provide more detailed information on intended use of this site to evaluate trip generation.
8. Request: Explore options for any alternative access to this site. Coordinate with CDOT to discuss.
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."
11. 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 Mecklenburg area, by way of a private/public partnership effort or other public sector project support."

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.

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6. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>