

# Rezoning Transportation Analysis

Petition Number: 2024-143

General Location Identifier: 11901210, 11901207, 11901204, and 11901203

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**Reviewer:**

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## Revision Log:

Date	Description
1/22/25	First Review (CJM)
2/19/25	Second Review (CJM)
9/24/25	Third Review (CJM)
10/23/25	Fourth Review (CJM)
12/23/25	Fifth Review (CJM)
01/22/26	Sixth Review (CJM)

## General Review Information

The petition is located adjacent to Remount Road, a City-maintained major arterial, north of Parker Drive, a city-maintained local road, and west of Berryhill Road, a City-maintained local road. The petition is located in the West Corridor wedge and inside the Westside Strategy Plan Study Area. The petition is in the Community Activity Center 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 adjacent to Remount Road, a City-maintained major arterial, north of Parker Drive, a city-maintained local road, and west of Berryhill Road, a City-maintained local road. Based on the 3,689 daily trips, this will trigger a Traffic Impact Study (TIS). Also, based on the 3,689 daily trips (after 30% TDM reduction), this will trigger a Tier 3 multimodal assessment (14 points) and Tier 3 transportation demand management (TDM) assessment (6 points). TIS was approved on 1/16/2026. Update site plan and conditional notes, as needed, to match the approved TIS, in accordance with the UDO. 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	Industrial	60,955 SF	135	31	34	<i>Tax Record</i>
Entitlement with Current Zoning	Industrial (ML-2, 13 acres)	566,282 SF	933	92	94	<i>General Guidance from Planning</i>
<del>Proposed Zoning</del>	<del>(CAC-1, 13 acres)*</del>	-	-	-	-	<i>Site Plan: 12-11-24</i>
<del>Proposed Zoning</del>	<del>Multifamily (Mid-Rise) Retail (CAC-1, 13 acres)</del>	<del>985 DUs 15,000 SF</del>	<del>4,825*</del>	<del>316*</del>	<del>330*</del>	<i>Site Plan: 09-05-25</i>
Proposed Zoning	Multifamily (Mid-Rise) Retail (CAC-1, 13 acres)	985 DUs 15,000 SF	3,689*	217*	234*	<i>Site Plan: 09-05-25</i>

\* Daily and hourly trip generation is subject to 30% transportation demand management reduction. Additionally, site is being razed.

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

## Outstanding Issues

**Strikethrough = Resolved**

### 1. 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 (after 30% TDM reduction) 3,689 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.

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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>

**New Comment 09.19.25:** TIS scope approved 09.05.25.

**New Comment 12.18.25:** TIS submitted for first time on 12/9/2025 and comments due back by 01/09/2026.

**New Comment 1.16.26:** TIS was approved but development standards need to be updated to match final TIS for the intersections highlighted below.

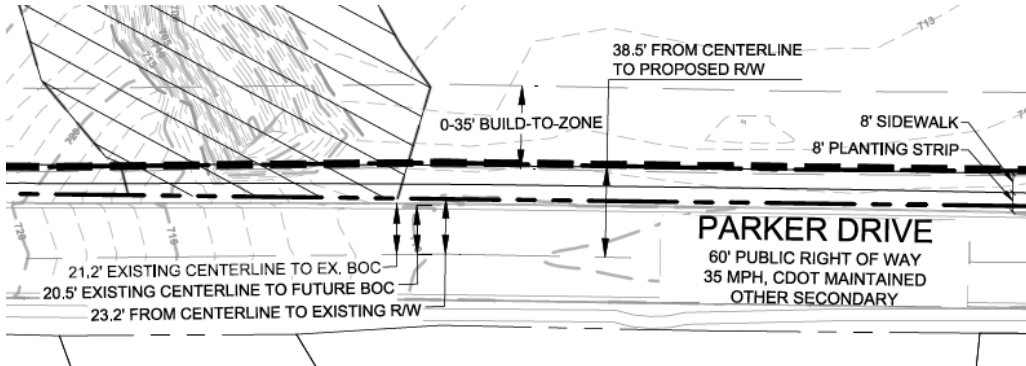
- i. **At the signalized intersection of Wilkinson Boulevard and Remount Road:**
    1. Petitioner shall construct an eastbound right turn lane on Wilkinson Boulevard with 200 feet of storage prior to the issuance of a building certificate of occupancy for Phase 3.
  - ii. **At the unsignalized intersection of Remount Road and Parker Drive:**
    1. Petitioner shall restripe the existing pavement on the westbound leg of the intersection to allow for a thru-right turn lane and a separate left turn lane with 100 feet of storage, prior to the issuance of a building certificate of occupancy for Phase 1.
  - iii. **At the signalized intersection of West Boulevard and Revolution Park Drive/I-77 Southbound Off-Ramp:**
    1. Petitioner shall construct a southbound right turn lane on the I-77 Southbound Off-Ramp with 150 feet of storage, prior to the issuance of a building certificate of occupancy for Phase 3.
2. ~~Revise Development Standards note I.c to remove “Furthermore, the Petitioner and/or owner of the Site reserve the right to subdivide portions or all of the Site and create lots within the interior of the Site without regard to any such internal separation standards, and public/private street frontage requirements, provided, however, that all such separation standards along the exterior boundary of the Site shall be adhered to and treated as the Site as a whole and not individual portions or lots located therein.” Development shall follow all required street frontage requirements/triggers, both external and internal.~~
3. **New Comment 2.19.25:**  
**Curbline:**
- a. **Remount Road:** Location of future back of curb and gutter to be installed 27' from centerline.  
  
2+ Avenue, Buffered/Separated Bike Lanes from Charlotte Streets Map
  - b. **Parker Drive:** Location of future back of curb and gutter to be installed 20.5' from centerline.  
  
CLDSM U-05A1 Local Office/Commercial Wide
  - c. **Berryhill Road:** Location of future back of curb and gutter to be installed 20.5' from centerline.  
  
CLDSM U-05A1 Local Office/Commercial Wide
- ~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~
4. **New Comment 2.19.25:** Dimension proposed Right-of-way along Remount Road.

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5. ~~New Comment 2.19.25:~~ For Parker Drive you are showing adding the required 8' planting strip and 8' sidewalk from the existing back of curb which is correct since the existing curb and gutter is located a greater distance from roadway centerline than required. Adjust proposed Right of way to be at back of proposed sidewalk or (2ft behind it) based on the proposed non-standard sidewalk location.



6. ~~New Comment 2.19.25:~~ Revise site plan to show access and proposed development.
7. ~~New Comment 9.24.25:~~ Revise site plan to add buffered/separated bike lanes to Road Label and show, label and dimension the buffered/separated bike lane along frontage on the site plan. Add a conditional note committing to installing this improvement.

~~Clarifying Comment 10.23.25:~~ Dimension bike lane as 5' wide (gutter pan not included in width). For cross section dimensions revise bike lane buffer to read "bike lane buffer width to vary, 3' minimum". The exact width and transitions of the buffered bike lane will be coordinated during permitting.

8. ~~Outstanding Comment from 9.24.25:~~ Revise site plan to dimension width of median along Remount Road to 4' minimum and be installed 50' past the driveway in both directions. Add a conditional note to note this commitment.

~~Clarifying Comment 10.23.25:~~ 50' dimension is from curb return/edge of the driveway (not the centerline). Update median to show it is extended a minimum of 50-feet past the curb return/edge of the driveway in both directions.

~~Outstanding Comment 10.23.25:~~ 50' dimension is spelled out correctly in the conditional notes, but the plan still indicates a total 100' long median. Either change the plan to show the 50' dimension is beyond the driveway in both directions or keep as shown and add a callout to clarify that the 50' is beyond the driveway in both directions.

9. ~~New Comment 9.24.25:~~ Revise site plan to add Office/Commercial Wide to road label for Parker Drive and Berryhill Road.
10. ~~New Comment 12.23.25:~~ Revise site plan notes for Access "C" and Access "D" to show that the access will be Phase 2 to match the conditional notes and TIS.

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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>