

Rezoning Transportation Analysis

Petition Number: 2026-011

General Location Identifier: 05109134

From: Jake Carpenter, PE

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Reviewer:

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Revision Log:

Date	Description
03-26-26	First Review (BH)
04-23-26	Second Review (BH)
07-23-26	Third Review (BH)

General Review Information

The petition is located at the intersection of N Tryon St, a State-maintained arterial road and Caldwell Road Extension, a future State-maintained major thoroughfare. The petition is located in a northeast wedge outside of Route 4.

Active Projects Near the Site:

- N/A

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 petition is located at the intersection of N Tryon St, a State-maintained arterial road and Caldwell Road Extension, a future State-maintained major thoroughfare. A Traffic Impact Study (TIS) is required for the proposed development due to density changes. Awaiting updated traffic memorandum and then TIS can be approved. Additional site plan and/or conditional note revisions may be required upon finalizing TIS. 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	Multi-Family Residential (R-12MF, 2.2 Acres)	380 Units	2,511	141	184	<i>General Guidance from Planning & RZP# 2021-150</i>
Proposed Zoning	Townhomes Multi-Family Restaurant Retail Medical/Dental Office (NC, 2.2 acres)	285 DU 335 DU 7.725 KSF 7.5 KSF 7.5 KSF	5,933	423	548	<i>Site Plan: 02-13-26</i>
Proposed Zoning	Townhomes Multi-Family Restaurant Retail Medical/Dental Office (NC, 2.2 acres)	257 DU 335 DU 7.725 KSF 7.5 KSF 7.5 KSF	5,720	408	531	<i>Site Plan: 04-13-26</i>

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

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Outstanding Issues

Strikethrough = Resolved

1. Curblines:

- a. ~~N Tryon St:~~ Location of future back of curb and gutter is to be shown at 44 feet from road centerline and must be shown in the future location according to UDO Article 32.7.

~~6+ Boulevard with Shared Used Path (Charlotte Streets Map)~~

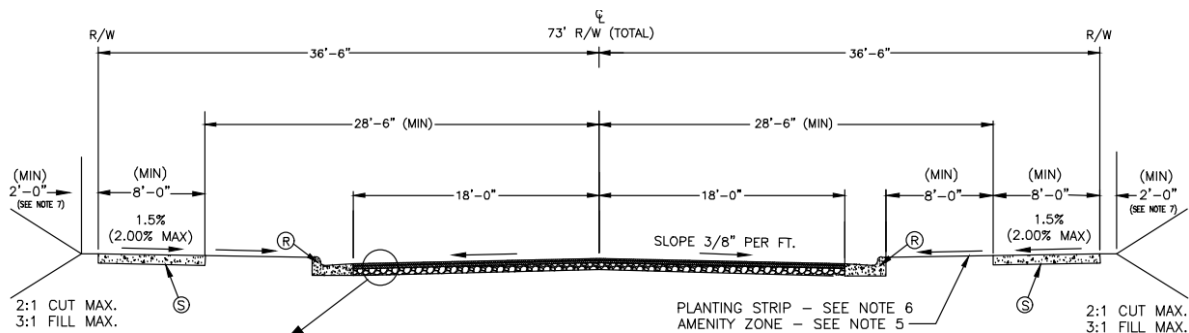
~~Label and dimension the existing and future curb and gutter from the centerline for each road on the site plan.~~



- b. ~~Lempira Ln:~~ Location of future back of curb and gutter is to be shown at 20.5 feet from road centerline and must be shown in the future location according to UDO Article 33.3 and Charlotte Land Development Standards Manual (CLDSM) in coordination with subdivision and CDOT.

~~Local Office/Commercial Wide with 8' Sidewalk (CLDSM)~~

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



Rezoning Transportation Analysis

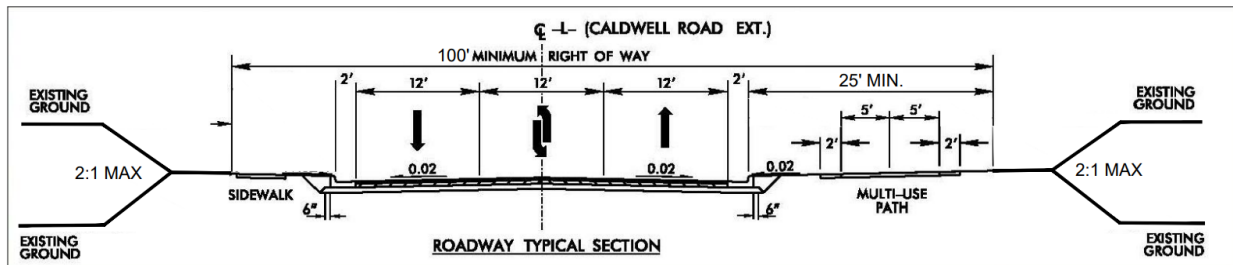
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c. ~~Caldwell Road Extension:~~ Location of back of curb and gutter is to be shown according to approved project (Accela Project # LDGP-2025-00071/RZP-2021-150).

~~Future state-maintained major thoroughfare.~~

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



PROPOSED CALDWELL ROAD EXTENSION SECTION

2. Comprehensive Transportation Review (CTR):

TIS update is required due to change in density. 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 commitments agreed upon 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 increase of 5,720 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/v/2/growth-and-development/documents/dev-center-fees/resources/udo-site-data-tables-curb-ramps-and-ctr.xlsx>

CLARIFYING COMMENT 4-20-26: Revised scope was submitted on 3/30/2026 and approved by 4/14/2026. The density changed and we are awaiting TIS.

CLARIFYING COMMENT 7-21-26: Waiting on updated traffic memorandum and then final study can be approved.

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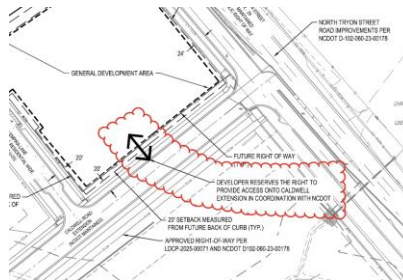
3. **New Comment 7/22/2026:** Update note per new comments to include:

- Hudspeth Northbound U-turn (half signal)
- Caldwell Road Extension Southbound Leftover (half signal)

h. PETITIONER SHALL COMPLETE THE FOLLOWING IMPROVEMENTS AS OUTLINED IN THE APPROVED TRAFFIC IMPACT STUDY (TIS) IN COORDINATION WITH CDOT AND NCDOT, OR OTHER COMPARABLE IMPROVEMENT(S) AS MUTUALLY AGREED WITH CDOT AND NCDOT:

h.a. AT THE INTERSECTION OF US-29 (NORTH TRYON STREET) AND HUDSPETH ROAD, PETITIONER SHALL PROVIDE A NORTHBOUND U-TURN BULB WITHIN THE EXISTING RIGHT-OF-WAY FOR PASSENGER VEHICLES VIA THE DIRECTIONAL CROSSOVER MEDIAN COMMITTED TO IN APPROVED REZONING PETITION RZP-2021-150. TRUCKS, BUSES, AND OTHER LARGER NON-PASSENGER VEHICLES WILL BE RESTRICTED FROM THE U-TURN BULB VIA SIGNAGE.

4. ~~Revise site plan and conditional note(s) to commit to dedicating 66 feet right-of-way from the road centerline of N Tryon St. The site plan shall label and dimension the right-of-way from the road centerline. An additional 2 feet of SUE will be needed from the back of sidewalk. If existing right-of-way exceeds 66 feet, no additional right-of-way is required.~~
5. ~~Revise site plans and conditional note(s) to call out required pedestrian facilities along N Tryon St. Accela Project #LDGP-2025-00071/RZP-2021-150 was required to install a 12' shared use path in accordance with the adopted Charlotte Streets Map. Shared use paths maintained by the City shall meet ADA/PROWAG requirements. Add a callout and dimension and conditional note to the site plan committing to this requirement.~~
6. ~~Revise site plan and conditional note(s) to commit to dedicating 50 feet right-of-way from the road centerline of Caldwell Road Extension. If existing right-of-way exceeds 50 feet, no additional right-of-way is required.~~
7. ~~Revise site plan and conditional note(s) to label and dimension back of curb, sidewalk, and right-of-way from the centerline of each road.~~
8. ~~Revise site plan and conditional notes to remove the proposed access onto Caldwell Road Extension per NCDOT.~~



9. ~~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."~~
10. ~~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."~~
11. ~~Add a conditional note specifying "All transportation improvements shall be approved and constructed before the site's first building certificate of occupancy is issued."~~

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- ~~12. 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 northeastern 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.
6. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link: <https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>