

# Rezoning Transportation Analysis

Petition Number: 2026-013

General Location Identifier: 19924157, 19924158, 19924161

**From:** Jake Carpenter, PE

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**Reviewer:**

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## Revision Log:

Date	Description
3-26-26	First Review (CM)
4-23-26	Second Review (CM)
5-27-26	Third Review (CM)

## General Review Information

The project is adjacent to Dixie River Road, a City-maintained major arterial, south of Shopton Road, a State-maintained minor arterial. The petition is located in a Lake Wylie wedge outside of Route 4, within the Dixie Berryhill Strategic Plan.

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 adjacent to Dixie River Road, a City-maintained major arterial, south of Shopton Road, a State-maintained minor arterial. 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. All outstanding CDOT comments have been addressed.

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## Trip Generation

Scenario	Land Use	Intensity	Trip Generation			Source
			Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	
<del>Existing Use</del>	<del>Hotel Fast Food w/ Drive Thru</del>	<del>125 rooms 4.6k sf</del>	<del>3,081</del>	<del>260</del>	<del>217</del>	<del>Tax Record</del>
Existing Use	Hotel	125 rooms	931	55	65	Tax Record
<del>Entitlement with Current Zoning</del>	<del>Hotel Fast Food w/ Drive Thru</del>	<del>125 rooms 6k sf</del>	<del>3,736</del>	<del>323</del>	<del>263</del>	<del>RZ 2016-127</del>
Entitlement with Current Zoning	Hotel	125 rooms	931	55	65	RZ 2016-127
<del>Proposed Zoning</del>	<del>Hotel Fast Food w/ Drive Thru Retail (MUDD-O and CC, 6.02 Acres)</del>	<del>125 Rooms 6k sf 7k sf</del>	<del>4,261</del>	<del>346</del>	<del>323</del>	<del>Site Plan: 02-24-26</del>
Proposed Zoning	Hotel Retail (MUDD-O and CC, 6.02 Acres)	125 Rooms 7k sf	1,456	78	125	Site Plan: 02-24-26

**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 (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.

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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>