

Rezoning Transportation Analysis

Petition Number: 2026-023

General Location Identifier: 11304101, 11304606

From: Travis Miller, PE

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Reviewer:

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Revision Log:

Date	Description
04-23-26	First Review (CM)

General Review Information

The petition is located adjacent to Wilkinson Boulevard, a State-maintained major arterial, east of Old Dowd Road, a State-maintained minor arterial. The petition is located in a west corridor outside of Route 4, within the Dixie Berryhill Strategic Plan.

Active Projects Near the Site:

- TIP - HL-0038A
 - Route: US 29 / US 74 (Wilkinson Boulevard); US 29 (North Tryon Street)
 - Description: Gaston County line to Field Ridge Road; West Sugar Creek Road to Old Concord Road. Resurface roadways.
 - Category: EX
 - Mode: Highway
 - Construction Year: 2022, Complete

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 Wilkinson Boulevard, a State-maintained major arterial, east of Old Dowd Road, a State-maintained minor arterial. A Comprehensive Transportation Review (CTR) is required for this site due to the site falling within the low intensity development. Based on the 2,409 daily trips, this will trigger a Traffic Impact Study and Tier 3 multimodal assessment. Site plan and/or conditional note revisions are needed to show existing and proposed roadway and streetscape improvements along Wilkinson Boulevard, completion of TIS, realign Huntwood Drive through the site, and modify site access along Wilkinson Boulevard 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	Vacant	-	-	-	-	<i>Tax Record</i>
Entitlement with Current Zoning	Commercial (CG, 20.15 acres)	201,500 SF	7,458	169	685	<i>General Guidance from Planning</i>
Proposed Zoning	Multifamily Stacked (N2-B, 20.15 acres)	364 DUs	2,409	136	177	<i>Site Plan: 03-13-26</i>

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

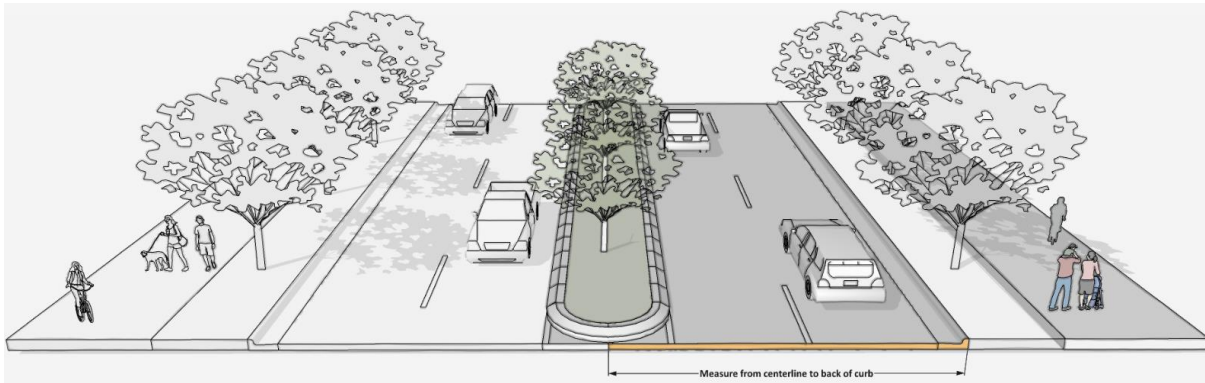
Outstanding Issues

~~Strikethrough~~ = Resolved

1. Curblines:

- a. **Wilkinson Boulevard:** Location of future back of curb and gutter needs to be minimum 33 feet from centerline of roadway.

4+ Boulevard, Shared Use Path from Streets Map



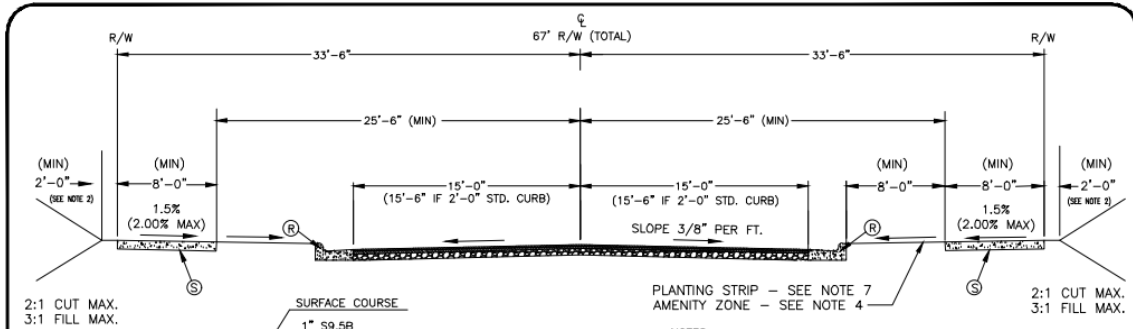
Label and dimension the curb and gutter from the centerline for each road on the site plan.

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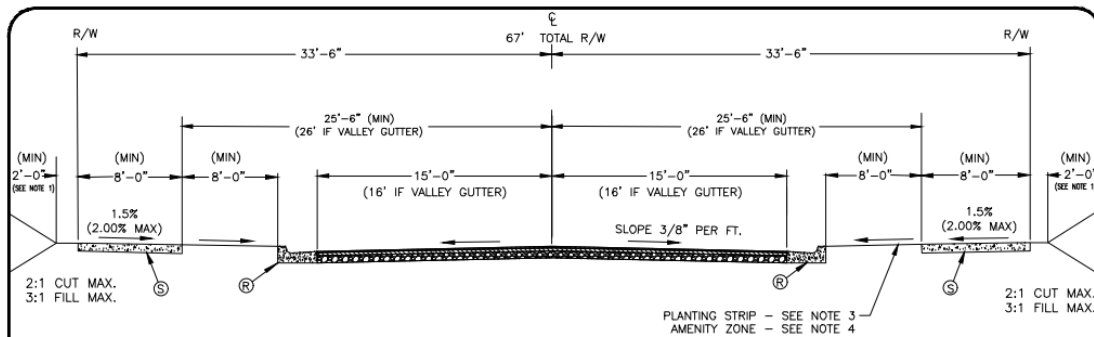
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- b. **Internal Public Local Roads:** Location of future back of curb and gutter to be constructed minimum 17.5ft from centerline of roadway.



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

- c. **Huntwood Drive:** Location of future back of curb and gutter to be constructed minimum 17.5 feet from centerline of roadway.



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

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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 2,409 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 it 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>

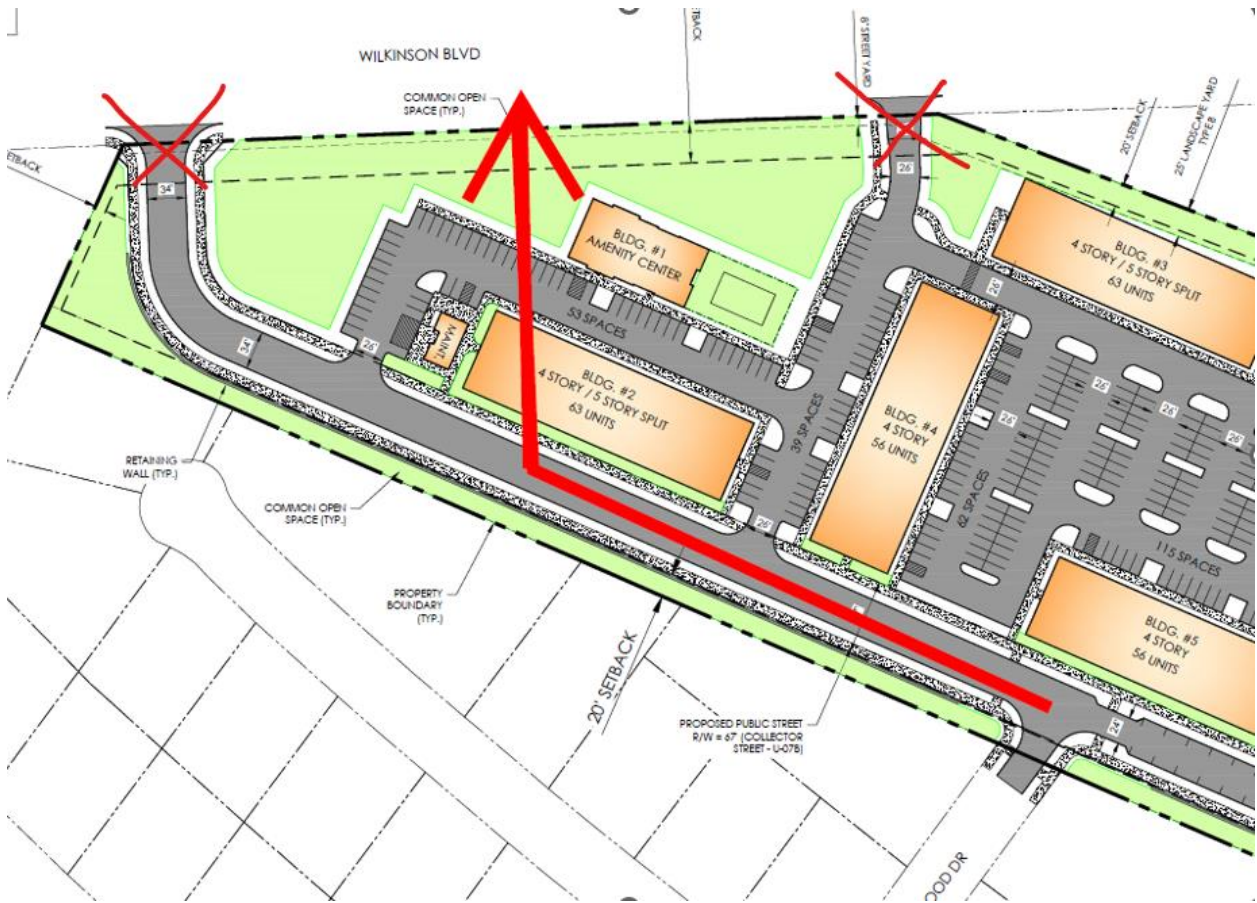
3. Revise site plan and conditional note(s) to commit to dedicate minimum 53 right-of-way from the road centerline along Wilkinson Boulevard, minimum 33.5 feet along internal public roads and Huntwood Drive. The site plan shall label and dimension the right-of-way from the road centerline.
4. Revise site plan and conditional note(s) to commit to construct bicycle facilities by installing a 12' shared-use path in accordance with the council-adopted Charlotte Streets Map along Wilkinson Boulevard.
- ~~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. Revise site plan and conditional note(s) to show existing and proposed Wilkinson Boulevard roadway section and label median, travel lanes, curb & gutter, planting strip and shared-use-path. Ensure it is clearly shown and that you are clearly showing how your site will interact with the surrounding area.
7. Revise conditional transportation note H to read: "the Petitioner shall dedicate and convey in fee simple all rights-of-way before the site's first building certificate of occupancy is issued.
8. Revise conditional transportation note E to read "All transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued." Remove any notes about phasing, unless you are proposing to phase the site. If you are proposing phasing it needs to be identified and clearly stated within the rezoning plan and coordinated with the TIS.

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9. ~~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 western Mecklenburg area, by way of a private/public partnership effort or other public sector project support."~~
10. Add conditional note "If at the time of permitting the site remains in the ETJ, all shared-use path and sidewalks along public streets must be constructed outside of the right-of-way and within a public access easement. Developer with both construct and maintain the 12-foot shared-use-path and 8-foot sidewalks along Wilkinson Boulevard, Huntwood Drive, and all internal public streets.
11. Revise site plan and conditional note(s) to realign Huntwood Drive from existing stub to Wilkinson. Only one access is permitted along Wilkinson and should be located somewhere within the middle of the Wilkinson Boulevard frontage.



12. Revise site plan and conditional note(s) to commit to extending Parkay Place to the site unless a street exception is approved during permitting.
13. Revise site plan and conditional note(s) to commit to connecting roadway and streetscape improvements to existing Huntwood Drive, Dewey Drive, and Parkay Place. You can note that Parkay Place connection may be coordinated during permitting for possible street exception which would allow you to not connect to existing Parkay Place street stub.

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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>