

Rezoning Transportation Analysis

Petition Number: 2026-057

General Location Identifier: 20301133

From: Travis Miller, PE

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Reviewer:

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Revision Log:

Date	Description
9-24-26	First Review (CM)

General Review Information

The petition is located at the intersection of South Tryon Street, a State-maintained major arterial, and West Arrowood Road, a State-maintained major arterial. The petition is located in a Whitehall mixed use activity center outside of Route 4, within the Steele Creek Area Plan.

Active Projects Near the Site:

- TIP – SR 1138 (Arrowood Rd)
 - Description: NC 49 (South Tryon) to South Boulevard. Install ITS upgrades.
 - TIP: C-5613BD
 - Construction Year: 2022
 - Comment: Under Construction
- TIP – Route I-485/S. Tryon St
 - Description: NC 49 (South Tryon Street) interchange. Construct interchange improvements.
 - TIP: I-6019
 - Right of way and construction year: N/A - funded for preliminary engineering only.

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 at the intersection of South Tryon Street, a State-maintained major arterial, and West Arrowood Road, a State-maintained major arterial. A Traffic Impact Study (TIS) is required for the proposed development. First review TIS comments were provided on 9/18/2026. Site plan and/or conditional note revisions are needed to commit to the widening of South Tryon Street, installing SUP along entire frontage, closing existing unused driveways, updating and adding conditional notes, and TIS completion. 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 (B-1, 2.499 acres)	24,990 SF	1,361	59	165	<i>General Guidance from Planning</i>
Proposed Zoning	Convenience Store with Gas Station (CAC-1, 2.499 acres)	5,600 SF	3,248	272	280	<i>Site Plan: 05-15-26</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:

- South Tryon Street:** Location of future back of curb needs to be minimum 44 feet from centerline of road. Existing curb needs to be relocated to allow for three northbound travel lanes.

6+ Boulevard, Shared use path per Charlotte Streets Map.



- West Arrowood Road:** Location of future back of curb and gutter needs to be minimum 33 feet from centerline of road. Existing curb does not need to be relocated.

4+ Boulevard, Shared use path per Charlotte Streets Map.

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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 medium to high intensity development which based on the 3,248 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 $\frac{1}{4}$ 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 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 dedicate a minimum of 53 feet of right-of-way along West Arrowood Road and 64 feet along South Tryon Street from the road centerline. The site plan shall label and dimension the right-of-way from the road centerline. Right-of-way dedication needs to be back of SUP at a minimum along entire project frontage.
4. Revise site plan and conditional note(s) to commit to construct bicycle facilities by locating the curb and gutter 33' from the center line along Arrowood and 44' from the roadway centerline and 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

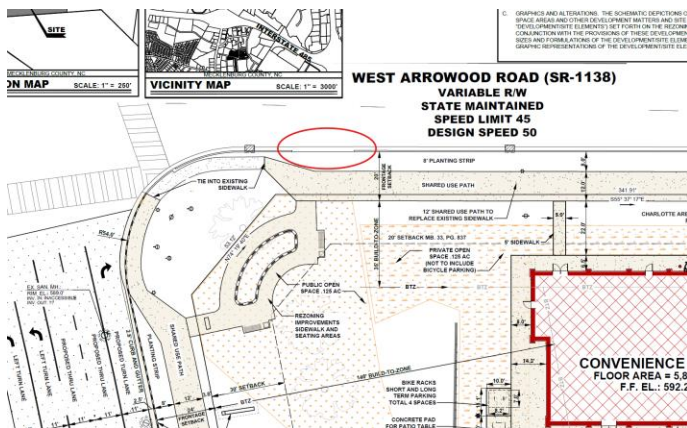
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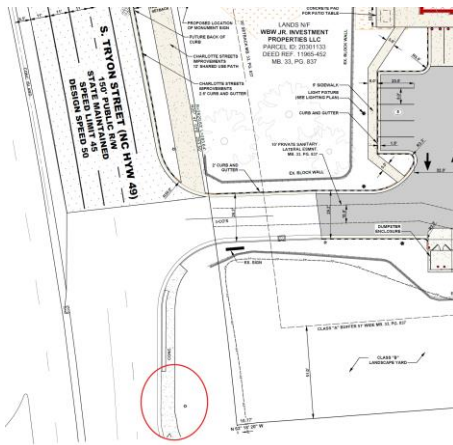
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pavers, etc.) within a proposed/existing City-maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT prior to construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements."

6. Revise site plan and conditional note(s) to commit to installing the Shared-use path along the entire project frontage including to the intersection. Provide two ada ramps with ramp-width matching the shared-use path at the intersection. Show SUP extending to the southern property line along South Tryon Road. Install ada ramps across existing access along South Tryon Road.
7. Revise site plan and conditional note(s) to commit to widening South Tryon Road to accommodate three travel lanes to meet the Charlotte Streets map requirements. You may also add a note to the site plan and conditional notes that coordination with NCDOT and CDOT will be required during permitting to ensure safe roadway and pedestrian facilities.
8. Remove conditional note 7.B.
9. Revise site plan to remove existing unused driveway along West Arrowood Road near intersection of South Tryon Street.



10. Revise site plan to remove existing unused driveway and curb ramp along South Tryon Road near the southwest corner of the parcel.



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11. 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.”
12. Add a conditional note specifying “All transportation improvements will be approved and constructed before the site’s first building certificate of occupancy is issued.”
13. 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 south western 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>