

# Rezoning Transportation Analysis

Petition Number: #2022-049

General Location Identifier: 11335103

**From:** Jake Carpenter, PE

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**Reviewer:**

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## Revision Log:

Date	Description
08-24-2022	First Review (KP)

## General Review Information

This site is south of the intersection of Sam Wilson Road and Old Dowd Road, two State-maintained minor thoroughfares. Additionally, this site is located inside the West Corridor and outside of Route 4. Lastly, this site is located within the limits of the Dixie Berryhill Strategic Plan and the Westside Strategy Plan Study Area.

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

This site is south of the intersection of Sam Wilson Road and Old Dowd Road, two State-maintained minor thoroughfares. This site was encompassed in the TIS associated with RZP 2014-081, and the proposed use of this petition results in an overall reduction in trips generated from the use(s) entitled under RZP-2014-081. Additionally, in accordance with City Ordinances and Charlotte WALKS and BIKES Policies, CDOT is coordinating with the petitioner to provide sidewalks and bicycle facilities along the site's frontage of Old Dowd Road.

Site plan and conditional note revisions are needed, and the outstanding items include, but are not limited to, incorporating committing to the intersection improvement established in the RZP-2014-081 at the Sam Wilson and Old Dowd intersection, committing to provide the sidewalks and bicycle facilities, and including some clarifying conditional notes. Further details are listed below.

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## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	<i>Tax Record</i>
Entitlement with Current Zoning	Single Family Detached (NS, 9.841 acres)	154 Dwelling Units	1,510	<i>RZP# 2014-081</i>
Proposed Zoning	Mini-Warehouse/Self-Storage (I-2, 9.841 acres)	92,000 SF	135	<i>Site Plan: 08/06/2022</i>

Provide comments to the specified comments below.

### Outstanding Issues

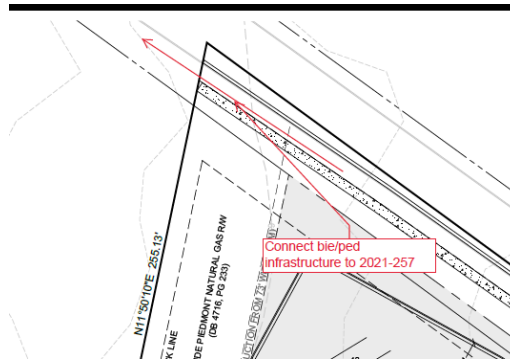
**Strikethrough = Resolved**

1. Label and dimension the curb and gutter from the existing centerline of Old Dowd Road on the site plan.
2. **Traffic Study:**  
A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.
3. Revise site plan and conditional note(s) by labeling and dimensioning the right-of-way along the site's frontage of Old Dowd Road on the site plan. 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 an 8-foot planting strip, and 6-foot sidewalk on along the site's frontage of Old Dowd Road. The site plan shall label and dimension both items from the back of curb and gutter.
5. Revise the site plan and conditional notes to commit to provide an 8-foot buffered bike lane along the site's frontage of Old Dowd Road. The site plan shall label and dimension the bike lane.
6. Revise the site plan and conditional notes to commit to provide an eastbound right-turn lane, with 150-feet of storage, on Old Dowd Road at the proposed site access. Additionally, provide a westbound left-turn lane, with 150-feet of storage, on Old Dowd Road at the proposed site access.
7. Revise the site plan and conditional notes to commit to connect the bicycle and pedestrian infrastructure, along the site's frontage of Old Dowd Road, to the adjacent bicycle and pedestrian infrastructure associated with RZP-2021-257.

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8. Revise the site plan and conditional note(s) by committing to construct the intersection improvement, including the traffic signal, at Sam Wilson and Old Dowd Road, as established in RZP-2014-081. This intersection improvement encompasses installing and extending fiber-optic interconnect along Sam Wilson Road from Old Dowd Road to Wilkinson Boulevard, to connect the signal to the CDOT Network.
9. A site plan note(s) specifying dedication and fee simple conveyance of all rights-of-way to the NCDOT before the site's first building certificate of occupancy is issued as needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.
10. Add conditional note "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."
11. Revise site plan and conditional note(s) to place the proposed pedestrian infrastructure, along the site's frontage of Old Dowd Road, outside of the right-of-way within a public access easement.

## 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's Driveway Regulations.
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 comply with City Driveway Regulations and the City Tree Ordinance.
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. 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-

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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.

7. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
8. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:  
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>