

# Rezoning Transportation Analysis

Petition Number: 2019-037

General Location Identifier: 05314202, 05314221

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**Revision Log:**

Date	Description
04-10-19	First Review (Joe Mangum)
07-27-20	Second Review (EL)
10/15/20	Third Review (KP)

### General Review Information

The site is on Sam Wilson Road (minor thoroughfare) near the unsignalized intersection with Performance Road (minor thoroughfare). The site is in a wedge outside Route 4 and is within the limits of the Catawba Area Plan.

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*CDOT's review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP) which seeks 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 located on Sam Wilson Rd., a state-maintained minor thoroughfare, near the cross roads of West Pointe Dr. and Performance Rd. Permitted uses and relative size of the building(s) were updated, which reduced the trip generation and removed the need for a Traffic Impact Study (TIS). In coordination with NCDOT, the petitioner has agreed to make multiple transportation improvements, both vehicular and pedestrian, including a left and right turn-lane on Sam Wilson Road, and a \$25,000 financial contribution to NCDOT for construction of a traffic signal at the intersection of Sam Wilson Road and West Pointe Dr./Performance Road. Pedestrian improvements include construction of a 7.5-foot bike-lane, 8-foot planting strip, and 6-foot sidewalk along the site's Sam Wilson Road frontage directly in-line with the City's WALKS and BIKES policies and conforming to the cross-section of Sam Wilson Rd. as described in Catawba Area Plan. These improvements need to be shown, labeled, and fully dimensioned on the site plan and reflected in the conditional notes. Clarifying language on the phasing of the transportation improvements and right-of-way dedication needs to be included in the conditional notes. The petitioner shall update the conditional site plan to address the following outstanding issues below:

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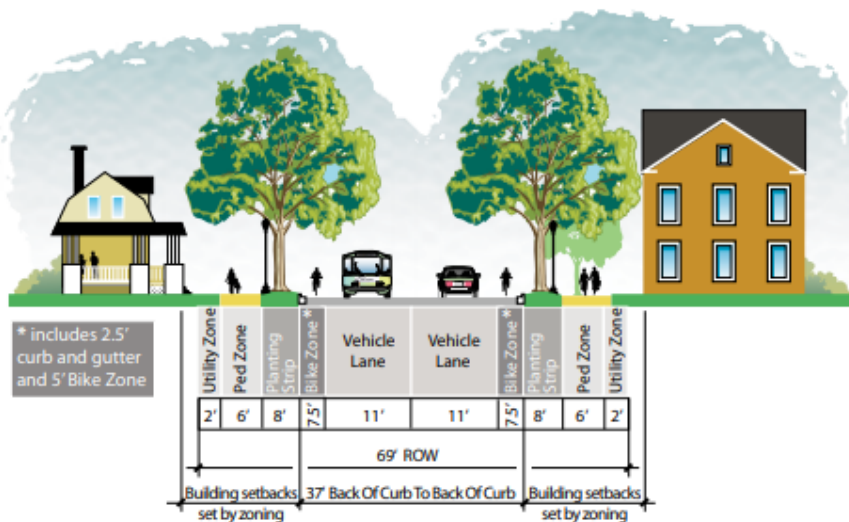
## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1 dwelling	10	Tax Record
Entitlement with Current Zoning	Apartments (3.08 ac of R-17MF)	52 dwellings	350	General Guidance from Planning
<del>Proposed Zoning</del>	<del>Retail (3.08 ac of B-2)</del>	<del>46,200 sf</del>	<del>3,560</del>	<del>General Guidance from Planning</del>
Proposed Zoning	Retail	10,000 sf	1,260	Site Plan: 10-2-20

## Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.
- Revise the site plan and conditional note(s) to commit to dedicate 35-feet of right-of-way from the Sam Wilson Road centerline; the right-of-way from the road centerline needs to be labeled and dimensioned on the site plan.
- Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip and 6-foot sidewalk along Sam Wilson Road per Chapter 19 of the City Code; label and dimension both items from the back of curb and gutter and road centerline.
- Revise the site plan and conditional note(s) to include the construction of the cross section, as noted in the Catawba Area Plan, along the site's frontage on Sam Wilson Road. The bike lane, back-of-curb, planting strip, and sidewalk need to be labeled and dimensioned from the center line of Sam Wilson Road.



### Avenue ~ Two Lane Undivided

**Width:** 37' from back of curb to back of curb. ROW is 69'.

**Cross Section:** One travel lane in each direction with bike zone, planting strip, sidewalk and utility zone. If a turn lane is added, an additional 11' is required. Add 12' travel lanes for Avenues within Growth Corridor. Building setbacks will vary by zoning districts.

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5. Add a note 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. CDOT requests right of way set at 2' behind back of sidewalk where feasible.
6. Add a note specifying all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.
7. For street and pedestrian lighting recommendations, please coordinate with Anthony Mendez (CDOT). Please see the link below for more information.  
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>
8. **New Comment from 10/09/2020 submittal:** As a result of the proposed use(s) changing and the relative square footage, a TIS is no longer required. However, the petitioner and NCDOT have agreed to additional transportation improvements in-leu of the TIS. The site plan will be revised to show these improvements, and these improvements will be included in the conditional notes. The improvements are as follows:
  - a. A left-turn lane, into the site, with a 50-foot taper between the site's left-turn lane and the southbound left-turn lane to turn onto West Pointe Drive.
  - b. A right-turn lane into the site with 100-feet of storage and an appropriate taper.
  - c. Provide a \$25,000 contribution to NCDOT for the future traffic signal at Sam Wilson Rd. and Performance Rd./West Pointe Dr.
9. **Resolved** ~~Sample format for comment that is resolved~~

## Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. The setback for this district is measured from the back of the existing or future curb line as determined by CDOT and Planning during the permitting process.
2. According to the City of Charlotte's Driveway Regulations, 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.
3. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles (and two 10' x 70' sight triangles on North Carolina Department of Transportation on NCDOT maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance(s). Such items should be identified on the site plan.
4. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and the North Carolina Department of Transportation 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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 the

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construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.