

Rezoning Transportation Analysis
Petition Number: Insert Zoning Petition #2021-257
General Location Identifier: 11306113

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Revision Log:

Date	Description
04-18-2022	First Review (KP)
05-24-2022	Second Review (KP)
06-23-2022	Third Review (KP)

General Review Information

This site is located off Amos Smith Road, a State-maintained collector street, and Old Down Road, a State-maintained minor thoroughfare. 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

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

This site is located off Amos Smith Road, a State-maintained collector street, and Old Down Road, a State-maintained minor thoroughfare. A Traffic Impact Study (TIS) was required for this site, and CDOT and NCDOT approved the TIS on March 21, 2022. In accordance with the Charlotte WALKS and BIKES Policies, the petitioner has committed to provide pedestrian infrastructure along each existing and proposed public street, and a bicycle lane along the site's frontage of Old Dowd Road.

Site plan revisions are needed to and the outstanding items including, but not limited to confirming with NCDOT the phasing of the transportation improvements. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	Tax Record
Entitlement with Current Zoning	Single Family Detached (MX-2 INNOV, 52.7 acres)	240 Dwellings	2,330	RZ 2007-050
Proposed Zoning	Multifamily (Low-Rise) (MX-2 SPA, 52.7 acres)	340 Dwellings	2,530	Per TIS

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. **Curb line:**

- a. ~~Amos Smith Road:~~ Label and dimension the existing back of curb from the existing road centerline.
- b. ~~Old Dowd Road:~~ Revise the site plan and conditional notes to commit to construct the curb line measured from 27 feet from the existing road centerline to the back of curb.

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

2. **Traffic Study:**

Outstanding Comment from 04-18-2022:

A Traffic Impact Study is necessary for the complete review of this petition due to the site generating more than 2,500 daily trips. CDOT and NCDOT approved the TIS on March 21, 2022.

Revise the site plan and conditional notes by incorporating the suggested roadway improvements from the approved TIS.

Update to Comment as a result of the 06-13-2022 Site Plan: Phasing of improvement at intersection of Amos Smith and Access B needs to be verified by NCDOT, and documentation of NCDOT approval needs to be provided to CDOT.

- 9. At the intersection of Amos Smith Road and Access B (unsignalized) the applicant shall:
 - a. Provide one ingress and one egress lane with a left/right turn lane) on proposed Access B; and
 - b. Construct a southbound left turn lane with 150 feet of storage. This improvement shall be provided prior to plat approval for the 51st lot.

Not in approved TIS.
Approved by NCDOT?

3. **Right-of-Way:**

- a. ~~Amos Smith Road:~~ Revise site plan by labeling and dimension the right of way from the existing road centerline.
- b. ~~Old Dowd Road:~~ Revise the site plan and conditional note(s) to commit to dedicate 35 feet of right-of-way from the existing road centerline.

4. ~~Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk along the site's frontage of Old Dowd Road. Additionally, revise the site plan and conditional~~

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notes to commit to construct an 8-foot planting strip and 6-foot sidewalk along Amos Smith Road and each internal public street. The site plan shall label and dimension both items from the back of curb and gutter on each public street.

- 5. ~~Revise the site plan and conditional notes by labeling each public street and including the relative CLDSM-USDG cross section each street will be constructed in accordance with. Additionally, please label and dimension the right-of-way and public access easements for each public street.~~

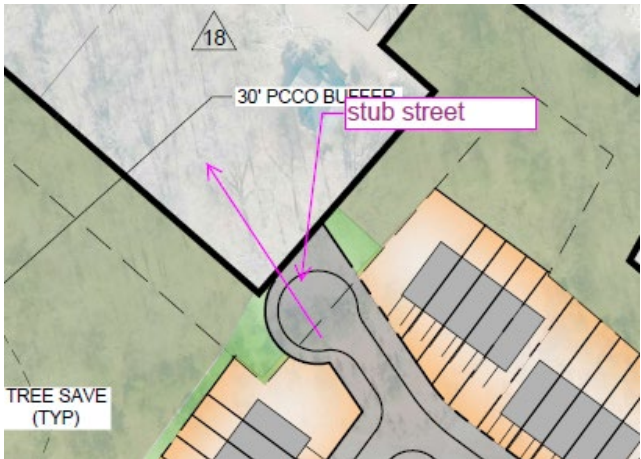


- 6. ~~Revise the site plan and conditional notes to commit to construct an 8-foot buffered bike lane along the site's frontage of Old Down Road. The site plan shall label and dimension the bike lane.~~
- 7. ~~A site plan note(s) specifying dedication and fee simple conveyance of all rights-of-way to NCDOT before the site's first building certificate of occupancy is issued as needed.~~
- 8. A site plan note specifying that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued as needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.
Update to Comment from 05-18-2022 Site Plan: Confirm with NCDOT that tying the roadway improvements to 100th certificate of occupancy is acceptable. Provide documentation to CDOT of NCDOT approval.
- 9. ~~Revise the site plan and conditional notes to commit to provide a street stub, in accordance with CLDSM standards, to the northwest property boundary.~~

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Outstanding Comment from 04-18-2022: ~~Revise the site plan to provide a street stub rather than a cul-de-sac.~~

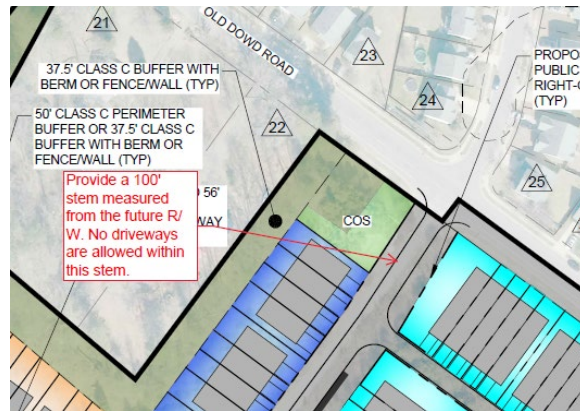
- 10. ~~Revise the site plan and conditional notes to commit extend the proposed street and provide a street stub with a temporary turnaround, in accordance with CLDSM standards, at the southeast property boundary.~~



Outstanding Comment from 04-18-2022: ~~Revise the site plan to provide a street stub rather than a cul-de-sac.~~

- 11. ~~Revise the site plan and conditional notes to commit to provide a 100-foot protected driveway stem at the site's access from Old Dowd Road.~~

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- ~~12. 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."~~
- ~~13. Revise site plan and conditional notes by placing all pedestrian infrastructure outside of the right of way and within a public access easement. Additionally, add a conditional note committing to construction and maintenance of the pedestrian infrastructure.~~

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-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.

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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>