Rezoning Transportation Analysis

Petition Number: 2026-004

General Location Identifier: 03701401

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Revision Log:

Date	Description
3-26-26	First Review (IW)
4-20-26	Second Review (IW)

General Review Information

The petition is located at the intersection of Oak Drive, a City-maintained major collector, and Oakdale Road, a City-maintained minor arterial. The petition is located in a northwest wedge outside of Route 4, within the Westside Strategy Plan Study Area.

Active Projects Near the Site:

- There are no known active projects in the vicinity.

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 Oak Drive, a City-maintained major collector, and Oakdale Road, a City-maintained minor arterial. A Traffic Impact Study (TIS) is not required for the site due to the development generating site trips under ordinance thresholds and not meeting additional TIS triggers. Site plan and/or conditional note revisions are needed to commit to showing future back of curb for reference only and updating labeling to show existing sidewalk. CDOT also has an open request regarding the existing sidewalk infrastructure. Further details are listed below.

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Trip Generation

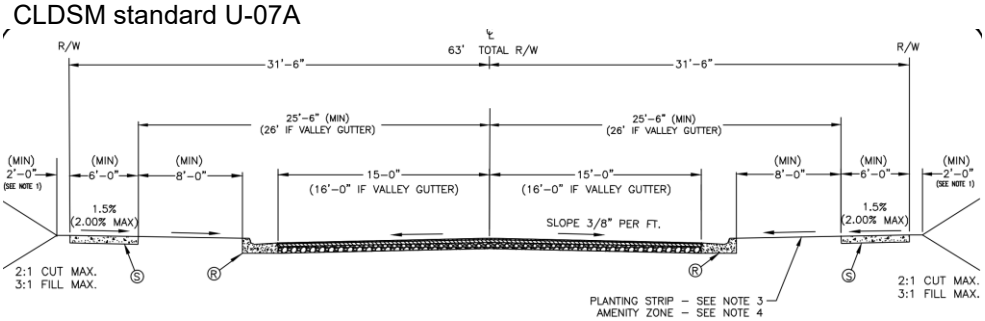
Scenario	Land Use	Intensity	Trip Generation			Source
			Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	
Existing Use	Vacant	-	-	-	-	*Tax Record*
Entitlement with Current Zoning	Bank (OFC, 1.94 acres)	2,508 SF	252	25	53	*General Guidance from Planning & RZ# 1992-046*
Proposed Zoning	Auto Repair Shop (CG, 1.94 acres)	2,508 SF	175	15	22	*Site Plan: 09-21-25*

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

Outstanding Issues **~~Strikethrough~~ = Resolved**

1. **Outstanding comment from 3-26-26: Curbline:**
   a. **Oak Drive:** Location of future back of curb and gutter is 17.5 feet from centerline.

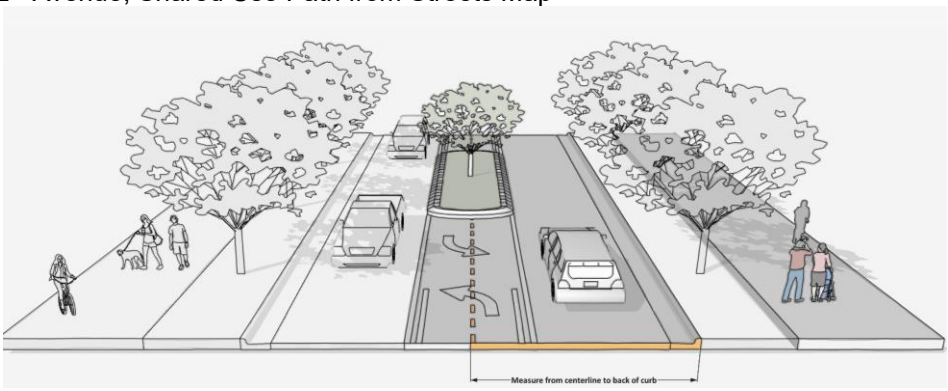
CLDSM standard U-07A



Label and dimension the curb and gutter from the centerline for each road on the site plan to be referenced only.

   b. **Oakdale Road:** The future location of curb and gutter is in its existing location.

2+ Avenue, Shared Use Path from Streets Map



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

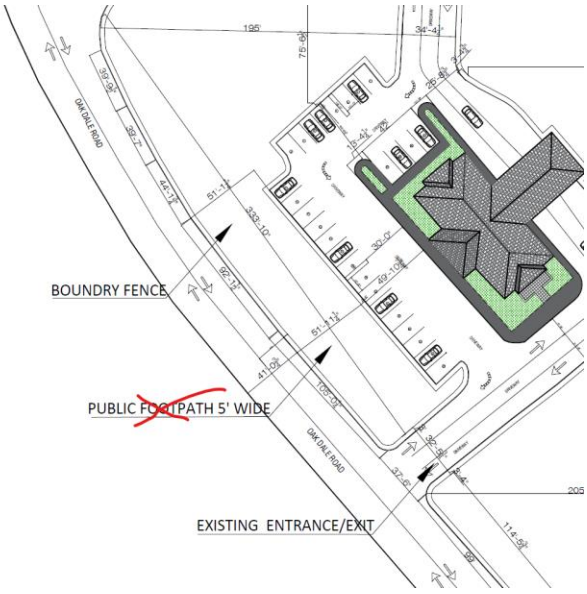
2. ~~**Comprehensive Transportation Review (CTR):**~~

   ~~A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating site trips under ordinance thresholds found in the Charlotte Streets manual Table 3.1 and/or not triggering any other City TIS requirements.~~

3. ~~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."~~

4. **OPEN CDOT REQUEST FROM 03-26-26**: Revise site plan and conditional note(s) to commit to bringing substandard streetscape along Oak Drive to current standards 8' planting strip and 8' sidewalk to better align with current standards.

5. **Outstanding comment from 3-26-26:** Revise site plan to show "existing 5-foot sidewalk" instead of "public footpath 5' wide" so that there is no confusion about it being proposed. If petitioner would like to install new sidewalk, it would need to be a 12' Shared Use Path in alignment with the UDO and Charlotte Streets Map.



6. ~~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."~~

7. ~~Add a conditional 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 approved by CDOT and explicitly described in site plan notes.~~

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