

Rezoning Transportation Analysis

Petition Number: 2018-129

General Location Identifier: 11311124, 11311119

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Revision Log:

Date	Description
11-16-18	First Review (IW)
12-21-18	Second Review (IW)

General Review Information

The site is on Sam Wilson Road (minor thoroughfare), abuts the Norfolk-Southern Railroad, and is located in a wedge outside Route 4. The property is within the limits of the Dixie Berryhill Strategic Plan.

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.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

This site is located along a minor thoroughfare. CDOT is requesting the petitioner change language about guaranteeing multiple accesses until it can be verified multiple accesses can be safe. CDOT is also requesting the petitioner change language as it relates to right-of-way along Old Dowd Road. Also, CDOT continues to request the construction of an 8' planting strip and 12' Multi-use Path (MUP) for consistency with the Dixie Berryhill Strategic Plan and to complement the requested zoning of I-2.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse	840 sf	3	Tax Record
Entitlement with Current Zoning	Warehouse (7 acres of I-1)	7,000 sf	30	General Guidance from Planning
Proposed Zoning	Manufacturing	7 acres	270	Site Plan: 12-17-18

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

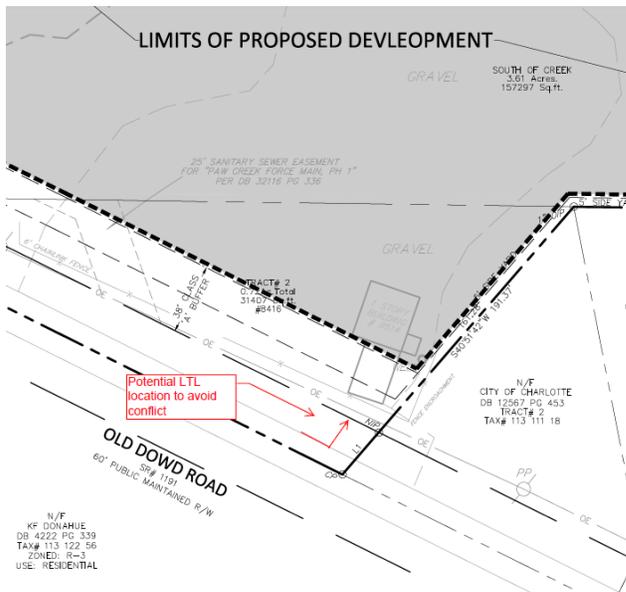
- ~~Traffic Study~~ A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.

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- ~~The petitioner should revise the site plan and conditional note(s) to construct planting strip and sidewalk per the Dixie Berryhill Strategic Area Plan, show an 8' planting strip and 12' Multiuse Path along Old Dowd Road. **Technical Correction:** Show MUP extended to property line. Petitioner shall add conditional note stating site commits to constructing planting strip and MUP as generally depicted on site plan.~~
- ~~The petitioner should revise the site plan and conditional note(s) to show curb and gutter along Old Dowd Road. Back of curb is to be located 19' from centerline. In lieu of on street bicycle facility, we are asking the petitioner to provide a 12' multi-use path.~~
- The petitioner should revise the site plan and conditional note(s) to construct a left turn lane on Old Dowd Road into the development. ~~CDOT prefers the access to be to the most southern point of property line.~~



- The petitioner shall revise the site plan and conditional note(s) to specify how driveways will function so CDOT can determine if 2 driveways can be allowed along Old Dowd Road as stated in Transportation conventional notes under "b.". **Technical Correction:** CDOT needs further information on site layout in order to determine if both proposed access locations are allowable.
- The petitioner shall revise conditional note 4.a. to state 55' reserved right-of-way is to be dedicated at the such time the city requests and/or project is to be constructed. **Technical Correction:** The petitioner shall revise conditional note 4.a. to remove 10 year time constraint.
- NEW COMMENT:** The petitioner shall revise conditional note 4.b.(1) and 4.b.(2) to remove language stating the site will have minimum of 2 driveways, this can only be determined after having a site plan and verifying that conditions are safe and allowable between CDOT and NCDOT.
- The petitioner shall revise the site plan to add a note specifying dedication and fee simple conveyance of all rights of way to the City 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.

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9. ~~The petitioner should revise the site plan to 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.~~
10. ~~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. 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.
2. 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.
3. 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.
4. All proposed commercial driveway connections to a future public street will require a driveway permit to be 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 the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.