

Rezoning Transportation Analysis

Petition Number: 2020-057

General Location Identifier: Tax ID11303105A

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Revision Log:

Date	Description
05-18-20	First Review (EL)
06-29-20	Second Review (EL)
08-20-20	Third Review (KP)

General Review Information

The petition is located on Old Dowd Road (minor thoroughfare) and is maintained by NCDOT. The petition is in a Corridor and is outside Route 4. The applicable plan for the area is the Dixie Berryhill Strategy Plan.

Active Projects Near the Site:

- Old Dowd Road Realignment/Grade Separation (TIP #P-5602JA)
 - Feasibility study about realigning and grade-separating Old Dowd Road as it crosses the Norfolk-Southern Railroad tracks
 - Schedule/Phasing N/A
 - NCDOT project
- Paw Creek Greenway (mainline follows Paw Creek; overland connector along Old Dowd Dr. to Marshall Dr. at the Airport)
 - Mecklenburg County project
 - Unfunded

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 on a minor thoroughfare road. The petitioner should revise the site plan to meet the ordinance requirements and the outstanding items listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Single Family (38.3 acres of R-4)	153 dwellings	2,660	General Guidance from Planning
	Warehouse (21.5 ac of I-1 and 32.2 ac of I-2)	698,000 sf		
Entitlement with Current Zoning	Single Family (44 acres of R-4)	176 dwellings	1,750	General Guidance from Planning
Proposed Zoning	Warehouse	600,000 sf	945	Site Plan: 7-16-20

Please provide responses to our comments.

Outstanding Issues

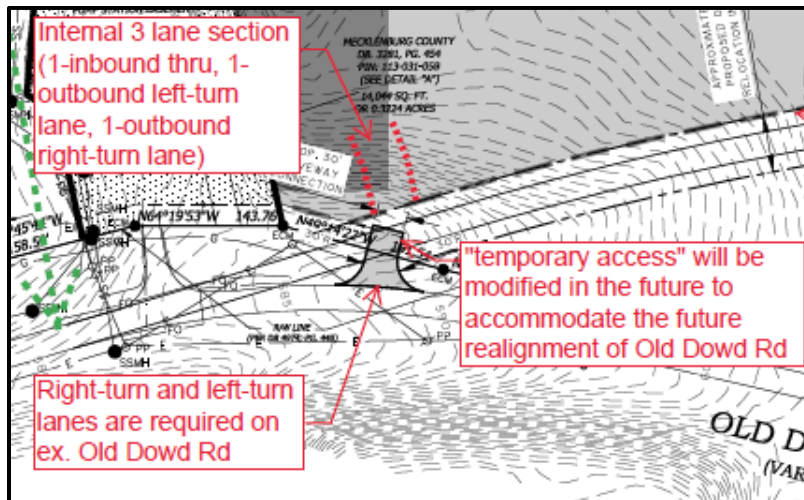
~~Strikeout~~ = Not an outstanding issue

1. ~~Traffic Study~~ A Traffic Impact Study is not necessary for the complete review of this petition.
2. ~~In accordance with the Charlotte Regional Transportation Planning Organization (CRTPO)'s Thoroughfare Plan, the petitioner should revise the site plan and conditional note(s) to commit to dedicate a minimum of 100-feet of right-of-way (future major thoroughfare) from the road centerline for the realignment of Old Dowd Road. The site plan should label and dimension the right-of-way from the road centerline. **CDOT to confirm the future Old Dowd Rd Realignment cross section.**~~
 - a. ~~New comment based on 6/15/20 site plan: The petitioner should revise the site plan and conditional note(s) to reserve 120 feet of right-of-way for the Comprehensive Transportation Plan (CTP) future 4-lane grade-separated crossing for the realignment of Old Dowd Road.~~
Updated Comment from 08/17/20 Site Plan: Please remove "This dedication area shall in no way impact the portions of Parcel 113-031-05A not included in this Rezoning Petition" from note III.d.
3. ~~New comment based on 6/15/20 site plan: The petitioner should revise the site plan and conditional note(s) to show the proposed access(es) to the site. It is not clear if the petitioner is proposing to use Marshall Acres Drive as the access, or if there would be an access parallel to it, or something else entirely. Comment #4 below will still apply to any new access(es) regardless of location.~~
4. ~~Outstanding The petitioner should revise the site plan and conditional note(s) to construct right and left turn lanes at the proposed access on existing Old Dowd Road. An internal 3-lane section should also be designed to accommodate the future realignment of Old Dowd Road.~~

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5. **Outstanding** The petitioner should revise the site plan and conditional note(s) to commit to construct an 8-foot minimum planting strip, and 6-foot sidewalk on existing Old Dowd Road per Chapter 19 of the City Code. The site plan should label and dimension both items from the edge-of-pavement/shoulder and road centerline.
6. **Outstanding** The petitioner should revise the site plan and conditional note(s) to commit to construct an overland connector along the future Paw Creek Greenway on existing Old Dowd Road to meet the City of Charlotte BIKES Policy and Greenway Master Plan.
7. **Outstanding** The petitioner should revise the site plan and conditional note(s) to confirm whether the proposed development will consist of one or two buildings, to determine applicability of the Subdivision Ordinance.
8. ~~The petitioner should 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.~~
9. **Outstanding** ~~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

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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.