

Rezoning Transportation Analysis

Petition Number: 2019-027

General Location Identifier: 05539107, 05539110

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Revision Log:

Date	Description
03-21-19	First Review
04-18-19	Second Review

General Review Information

The site is on Sam Wilson Road (minor thoroughfare) and is located in a corridor outside Route 4. The site 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

The site is located on a minor thoroughfare just south of Interstate 85. The site commits to road improvements including a left and right turn lane at the proposed access, curb and gutter installation, and dedication of right of way. CDOT continues to request the commitment to build the multi-use path along the site frontage.

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 (20.5 acres of R-3)	61 dwellings	660	General Guidance from Planning
Proposed Zoning	Office Warehouse	50,000 sf 200,000 sf	900	Site Plan: 04-15-19

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. The petitioner should revise the site plan and conditional note(s) to show a left turn lane at the proposed southern entrance.~~

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3. ~~The future back of curb for Sam Wilson Road is 35 feet from centerline of the road which differs from what is shown on the site plan. The petitioner should revise the site plan to show and label the correct location of the future curb and gutter. The petitioner should also add a conditional note committing to build the curb and gutter in its future location.~~
4. The petitioner should revise the site plan and conditional notes to show and commit to building a 12-foot multi-use path. This will provide pedestrian and bicycle facilities in lieu of a separate bike lane in the road.
5. ~~NCDOT and CDOT does not support a full movement driveway for the proposed northern access point. The petitioner should revise the site plan and conditional notes to show and commit to a restricted right in/right out driveway access and the installation of a 100-foot long median on Sam Wilson Road.~~
6. **Comment Rescinded:** ~~The petitioner should revise the site plan and conditional notes to show and commit to providing a public access easement for the southern access point/Laine Road. This will ensure connectivity is provided that will support existing and future development.~~
7. ~~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.~~
8. **New Comment based on revised site plan:** The petitioner should revise the site plan to provide a 100' driveway stem, prior to the introduction of a different movement from it. In addition, the driveway stem curvature should be designed in a such a manner that the trucks are able to make maneuver. An exhibit showing the turning movements should be provided to verify the access will function properly.

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

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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.