

# Rezoning Transportation Analysis

Petition Number: 2020-023

General Location Identifier: Tax ID 05321119

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## Revision Log:

Date	Description
03-20-20	First Review
05-27-20	Second Review
06-24-2020	Third Review (KP)

## General Review Information

The site is on John Gladden Road (local road, privately maintained), which is off Sam Wilson Road (minor thoroughfare, state maintained, and is located within a corridor outside Route 4. The site is within the limits of the Westside Strategy Plan and I-485 Interchange Analysis.

### Active Projects Near the Site:

- There are no active projects within the immediate area.

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*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.*

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

## Transportation Summary

The site is located on a private street that intersections with a minor thoroughfare. The petitioner is providing additional access in connectivity in the form of a driveway that will tie into Wilkinson Boulevard. Additionally, commit to conform with Charlotte WALKS and construct an 8-foot planting strip, and 5-foot sidewalk on John Gladden Road, consistent with public street standards. The petitioner should revise the site plan to meet the ordinance requirements and the outstanding items listed below.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Mobile Homes	28	No Data	Tax Record
Entitlement with Current Zoning	Mobile Homes	≥28	No Data	General Guidance from Planning
Proposed Zoning	I-2(CD) – 10.92 acres	163,800 SF Warehouse	305	Site Plan: 01-13-20

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The petitioner should provide a response to each comment to understand concern(s) to committing to the requested items.

## Outstanding Issues

Strikeout = Not an outstanding issue

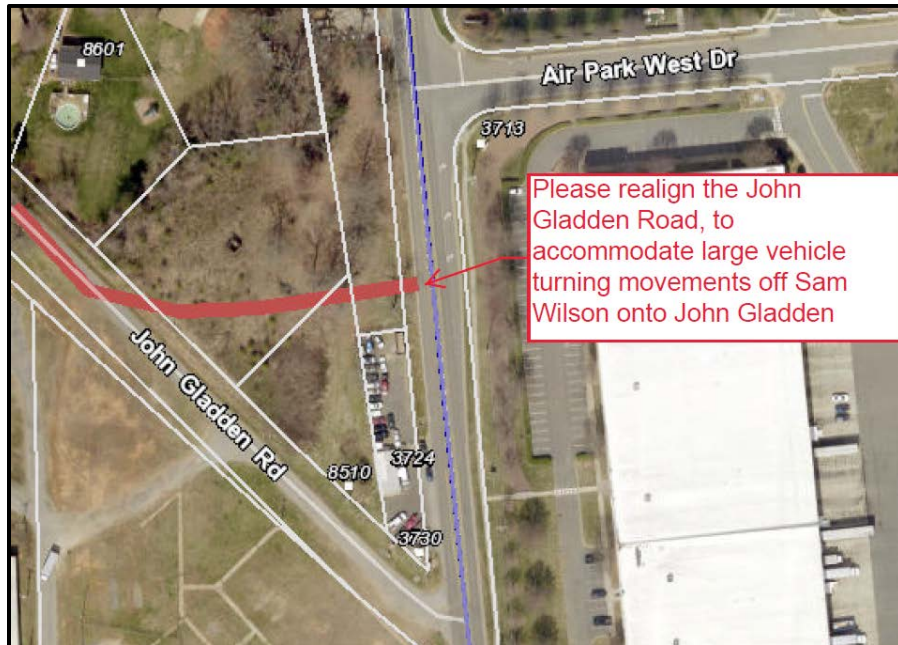
### 1. ~~Curbline~~

- a. ~~**John Gladden Road:** The future location of curb and gutter is recommended to be placed 17.5 feet from existing road centerline, per Charlotte Land Development Standards Manual (CLDSM) U-06 Local Industrial Street Typical Section. This is an ordinance requirement.~~
2. ~~**Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition. If the during the permitting process the site generates more than 2500 daily trips, then a traffic study will be required.~~
3. ~~CDOT recommends for the petitioner to revise the site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 5-foot sidewalk on John Gladden Road, consistent with public street standards. The site plan should label and dimension both items from the back of curb and gutter and road centerline. This is an ordinance requirement.~~
4. ~~The petitioner should revise the site plan to include turning movements of the largest design vehicles that will be accessing the proposed site. All turning movements should be shown at the intersection of John Gladden Road and Sam Wilson Road. Please also show the existing pavement striping with the proposed turning movements. If the turning movements cannot be maneuvered within the existing roadway configuration, a realignment will be required. If turning movements can be maneuvered, the access will be restricted to a right-in/right-out access with pavement widening. Refer to the NCDOT's Policy on Street and Driveway Access manual for guidance.~~
5. ~~We request the petitioner to revise the site plan and conditional note(s) to realign John Gladden Road perpendicularly to Sam Wilson Road, which will likely be needed to accommodate turning movements. This option would involve acquisition of private property.~~

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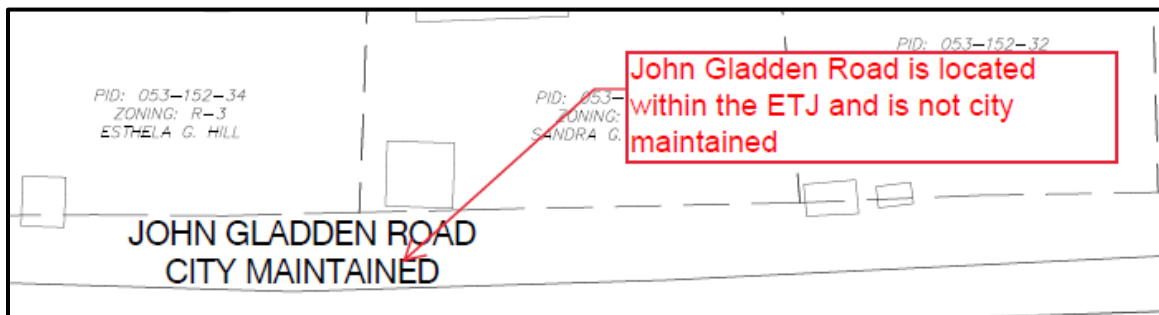
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6. If realigning John Gladden Road is necessary, the petitioner should revise the site plan and conditional note(s) to commit to re-striping a left turn lane on Sam Wilson Road, in coordination with CDOT and NCDOT.



7. The petitioner should revise the site plan to remove the "city maintained" label under John Gladden Road. This road is not maintained by NCDOT and may either be privately maintained or unmaintained.

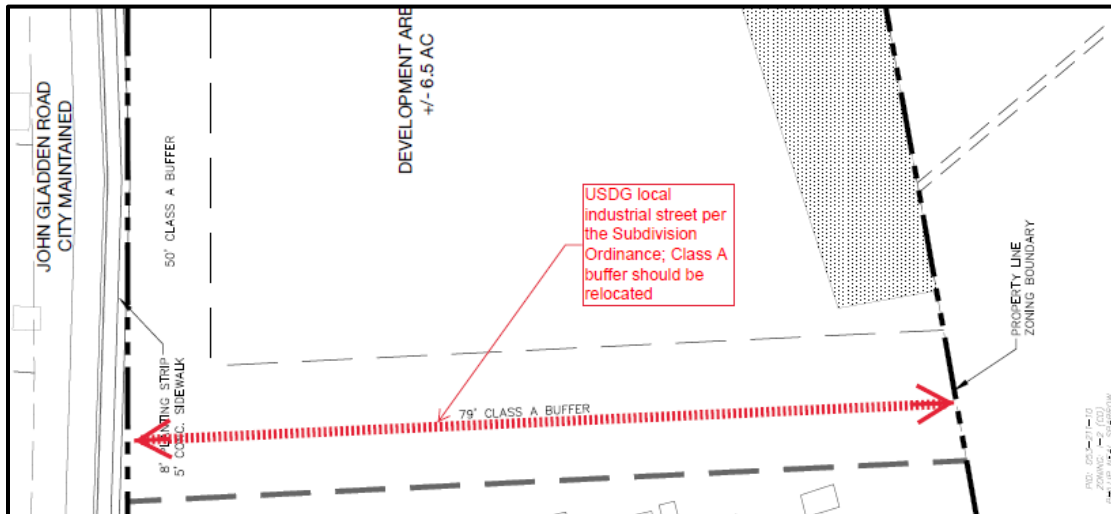


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8. ~~The petitioner should revise the site plan and conditional note(s) to include a Subdivision Ordinance required public street, designed per CLDSM std. no. U-06 — Local Industrial Street, as shown below.~~



9. ~~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.~~
10. ~~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.~~
11. **Outstanding - Comment on revised site plan (05-05-2020)** The petitioner should revise the site plan and conditional notes, in reference to Sections 3.A. and 3.B., to establish and record a cross access easement across Tax Parcel Nos. 053-211-07 and 053-211-10 to Wilkinson Boulevard. **Access agreement for all three parcels in the event that one or more parcel(s) is sold to another individual/entity for access to be maintained to Wilkinson.**
12. **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

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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.