



City Council Follow-Up Report From the October 19, 2020 Zoning Meeting

2020-049 – The Keith Corporation – Located on the south side of Interstate 86, east of Moores Chapel Road, and north of Wilkinson Boulevard. (Outside City Limits)

Provide an analysis on how additional traffic will impact mobility, and what does it mean for bus and transit?

CDOT Response: To be consistent with *the Centers Corridors and Wedges Growth Framework*, which encourages industrial development near interchanges, the transportation analysis has been reviewed by CDOT in partnership with NCDOT to ensure that road network connectivity and access to the site is conducted under a comprehensive traffic analysis. The site is north of the Amazon CLT2 Distribution Center and in proximity of other industrially zoned properties. The trip generation for the entitlement (existing zoning) daily vehicle trips is at 4,300 and the proposed zoning daily vehicle trips is at 2,465, a decrease of 1835 daily vehicle trips. The calculated 2,465 daily trips generated from this site encumbers all vehicles from passenger cars to heavy trucks in one day. Per CDOT's analysis, an estimated 20% of proposed development traffic, or 493 daily vehicle trips, will be heavy vehicles.

The traffic analysis for the proposed project analyzed 'three' full movement access points and 'four' off-site existing intersections (see image below/next page). A comprehensive Traffic Impact Study will be completed, reviewed and approved by CDOT and NCDOT as a part of the subdivision approval process associated with the Moores Chapel Road realignment. In advance of the TIS processed during permitting, the petitioner has agreed to provide several off-site transportation improvements at various locations. These transportation improvements are in the site conditional notes, 3. Transportation Improvements and Access:

A summary of the improvements includes; a secondary access drive will be provided by extending and improving Lakebrook Road and Centergrove Lane, two existing local roads that will provide access to Sam Wilson Road. The extension of Lakebrook Road will be established as a local industrial street (U-06), at a 65' cross-section, in accordance with USDG and the existing section of Lakebrook Rd. will undergo improvements as well. The petitioner will provide left and right turn lanes on Moores Chapel Road into the site. Per Charlotte WALKS and BIKES, the petitioner will provide a permanent sidewalk utility easement for an 8-foot planting strip and 12-foot multi-use path along the site's frontage of Moores Chapel Road. The multi-use path will be able to accommodate and separate pedestrians and bicyclists from vehicles.

During permitting, CDOT will review more detailed and fully engineered street designs to accommodate multi-modal transportation options, shown in the plan's cross-sections and vehicle types as part of the TIS. On-site wayfinding plan is also encouraged to ensure safe circulation and mobility.



On-site Transportation Improvements

- A. Moore's Chapel Road and Access 'A'
 - New turn lanes and ingress/egress lanes
- B. Lakebrook Road Extension (3,200 feet west of Sam Wilson Road)
 - Future road with a right-of-way cross-section of 60'
- C. Lakebrook Road Extension (4,400 feet west of Sam Wilson Road)
 - Future road with a right-of-way 40' wide cross-section

Off-site Transportation Improvements

- D. Sam Wilson Road and Centergrove Lane (South I-85 Road)
 - New thru lane constructed
- E. Sam Wilson Road (Northbound I-85)
 - New traffic signal installed
- F. Sam Wilson Road (Southbound I-85)
 - New traffic signal installed
 - New right yield lane
- G. Wilkinson Blvd and Old Dowd Road
 - New construction of northbound turn lane

CATS Response:

Bus Service: The major impact is figuring out how to turn buses around once they serve the Amazon site on Old Dowd. Currently the buses use the cul-de-sac loop at the end of Old Dowd to return to Wilkinson. The proposed alignment doesn't seem to provide a quick option to circle back.

Silver Line: The proposed light rail alignment is running along the north side of Wilkinson Boulevard. The typical minimum ROW for the corridor is 70 feet.

Provide a list of industrial sites in the City, ETJ, and/or County that are over 100 acres in size.

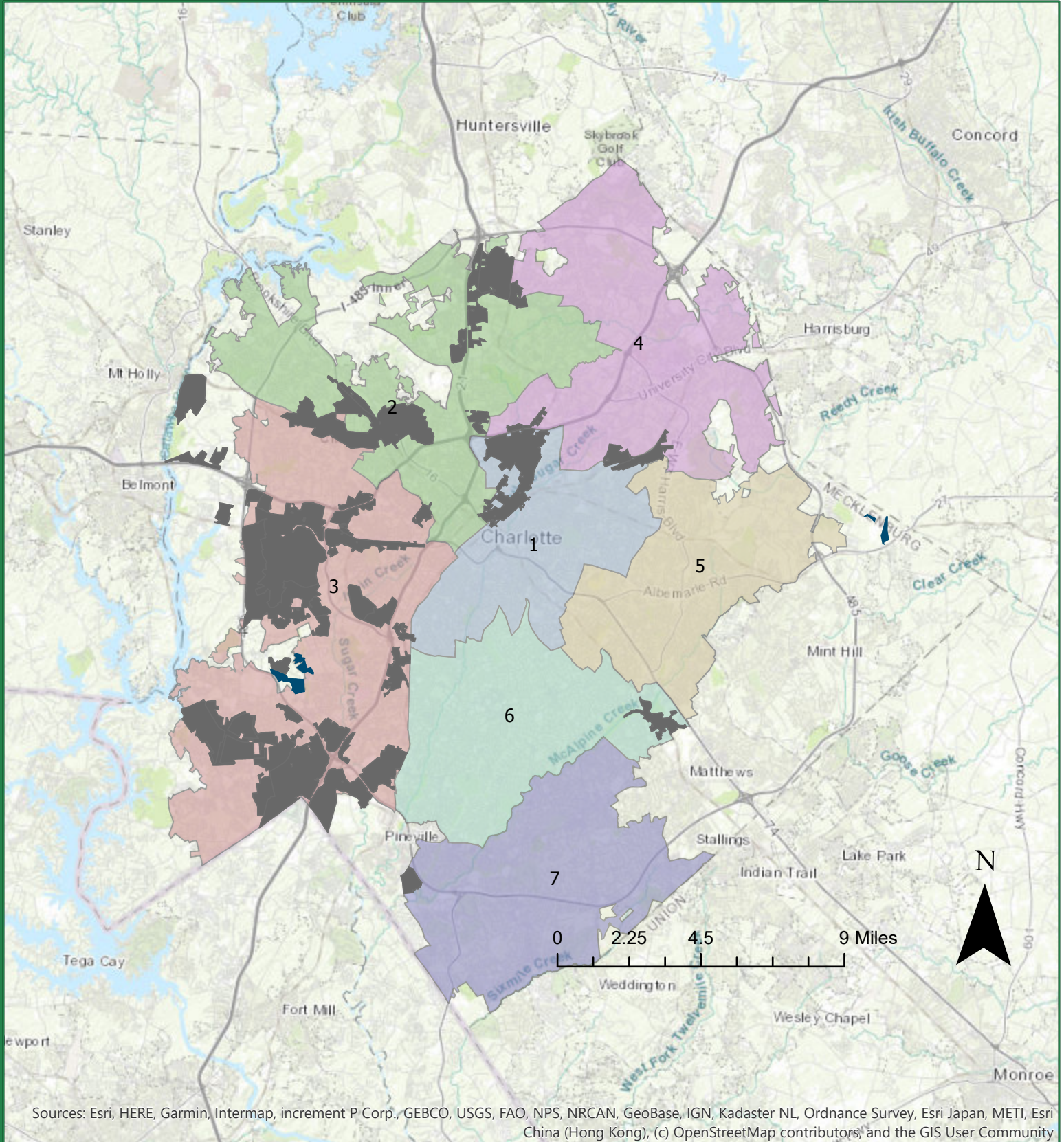
Staff Response: Please see the attached spreadsheet and map showing large industrial sites in the county.

Industrially Zoned Land Over 100 Acres

Number	Zoning Petition Number	Zoning	Overlay	Rezoning Date	Industrial Type	Greenfield	Acres	Within City Limits
1		I-2	AIR		HEAVY INDUSTRIAL		3020	yes
2		I-2	none		HEAVY INDUSTRIAL		2540	yes
3	2008-069	I-2	none	2008-07-21 0:00:00	HEAVY INDUSTRIAL		1931	yes
4		I-2	none		HEAVY INDUSTRIAL		1834	yes
5		I-2	none		HEAVY INDUSTRIAL		1747	yes
6		I-1	none		LIGHT INDUSTRIAL		1355	yes
7		I-2	none		HEAVY INDUSTRIAL		973	yes
8		I-2	none		HEAVY INDUSTRIAL		842	yes
9		I-2	none		HEAVY INDUSTRIAL		743	yes
10		I-2	none		HEAVY INDUSTRIAL		712	yes
11	1993-028(C)	I-2(CD)	none	1993-11-15 0:00:00	HEAVY INDUSTRIAL		605	no
12		I-2	none		HEAVY INDUSTRIAL		564	yes
13		I-2	none		HEAVY INDUSTRIAL		447	yes
14		I-1	none		LIGHT INDUSTRIAL		398	yes
15		I-2	none		HEAVY INDUSTRIAL		381	yes
16		I-1	none		LIGHT INDUSTRIAL		374	yes
17		I-1	none		LIGHT INDUSTRIAL		344	yes
18	2008-046	I-2	none	2008-05-19 0:00:00	HEAVY INDUSTRIAL		340	yes
19		I-1	none		LIGHT INDUSTRIAL		295	yes
20	1993-008(C)	I-1	none	1993-06-21 0:00:00	LIGHT INDUSTRIAL		292	yes
21		I-2	none		HEAVY INDUSTRIAL		291	yes
22		I-2	none		HEAVY INDUSTRIAL		288	yes

23	1996-034	I-1	none	1996-06-24 0:00:00	LIGHT INDUSTRIAL		277	yes
24		I-2	none		HEAVY INDUSTRIAL		227	yes
25		I-2	none		HEAVY INDUSTRIAL		217	yes
26	1985-12(C)	I-1(CD)	none	1985-04-15 0:00:00	LIGHT INDUSTRIAL		214	yes
27	2018-121	I-1(CD)	AIR	2013-04-15 0:00:00	LIGHT INDUSTRIAL	1	204	yes
28	2001-008(C)	I-1	none	2001-06-12 0:00:00	LIGHT INDUSTRIAL		188	no
29		I-1	none		LIGHT INDUSTRIAL		186	yes
30	1999-092	I-1(CD)	none	1999-10-18 0:00:00	LIGHT INDUSTRIAL		172	yes
31		I-1	none		LIGHT INDUSTRIAL		161	yes
32	1989-040	I-1	AIR	1989-06-19 0:00:00	LIGHT INDUSTRIAL		156	yes
33	1985-027(C)	I-1(CD)	none	1985-06-17 0:00:00	LIGHT INDUSTRIAL		152	yes
34	1998-023	I-1	AIR	1998-02-16 0:00:00	LIGHT INDUSTRIAL		151	yes
35		I-2	none		HEAVY INDUSTRIAL		150	yes
36	1999-035(C)	I-1(CD)	AIR	1999-07-13 0:00:00	LIGHT INDUSTRIAL		142	yes
37		I-2	none		HEAVY INDUSTRIAL		132	yes
38	1999-030(C)	I-1(CD)	AIR	1999-07-13 0:00:00	LIGHT INDUSTRIAL		124	yes
39	2017-097	I-1(CD)	AIR	2018-05-21 0:00:00	LIGHT INDUSTRIAL	1	120	no
40		I-1	none		LIGHT INDUSTRIAL		118	yes
41		I-2	none		HEAVY INDUSTRIAL		111	yes
42	2008-069	I-2	AIR	2008-07-21 0:00:00	HEAVY INDUSTRIAL		109	yes
43	2011-023	I-2(CD)	none	2011-06-20 0:00:00	HEAVY INDUSTRIAL	1	108	no
44	2018-025	I-2(CD)	LLWPA AIR	2018-06-18 0:00:00	HEAVY INDUSTRIAL		108	yes
45	1998-047(C)	I-1(CD)	none	1998-11-17 0:00:00	LIGHT INDUSTRIAL		102	no
46		I-1	none		LIGHT INDUSTRIAL		100	yes

Industrial Zoned Parcels > 100 acres



Industrial Zoned Land > 100 Acres

■ Not Vacant

■ Vacant

Date:
10/20/2020 2:46 PM

Source:
City of Charlotte
Planning Development

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