

Rezoning Transportation Analysis
Petition Number: Insert Zoning Petition #2021-066
General Location Identifier: 14903227

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Revision Log:

Date	Description
05-27-2021	First Review (EL)

General Review Information

The petition is located adjacent to West W.T. Harris Boulevard, a State-maintained local street, southeast of Lake Spring Avenue, a City-maintained minor collector. The petition is in the Northwest Wedge outside Route 4. Applicable area plans include the Northlake Area Plan.

Active Projects Near the Site:

- N/A

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 State-maintained major thoroughfare road (West WT Harris Boulevard). The site falls within the boundaries of the Northlakes Area Plan. Site plan revisions are needed to meet ordinance requirements and/or the outstanding items including, but not limited to confirming that adequate public right of way is dedicated to support the future WT Harris Boulevard cross section, revising the proposed driveway design to improve site circulation without adversely impacting the traffic signal movements at the WT Harris Boulevard and I-485 off-ramp intersection, and clarifying site plan and conditional note contradictions. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Office	20,063 SF	225	Tax Record
Entitled Use	Warehouse (I-2 3.14 acres)	47,100 SF	120	General Guidance from Planning
Proposed Use	Automated Car Wash	No Data	-	Site Plan: 2/19/2021

Provide comments to the specified comments below.

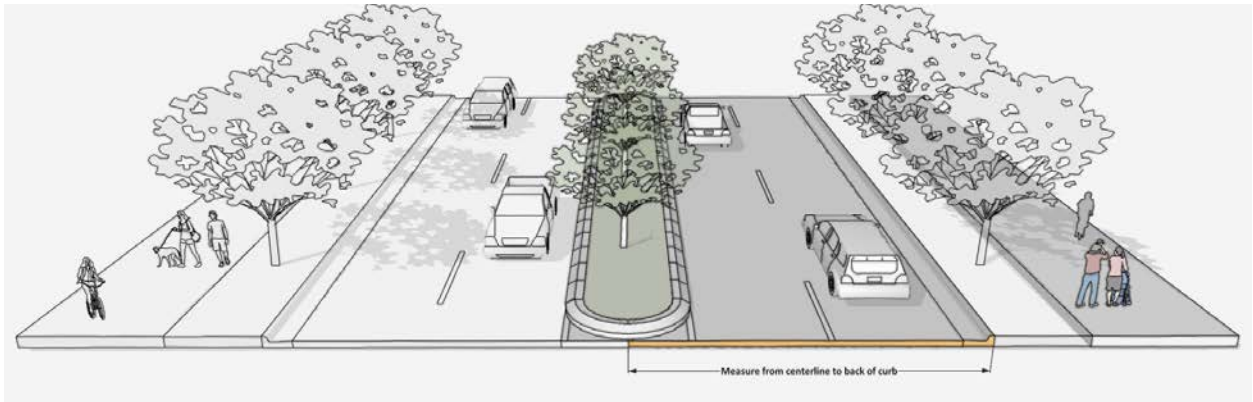
Outstanding Issues

Strikethrough = Resolved

1. **Traffic Study:**

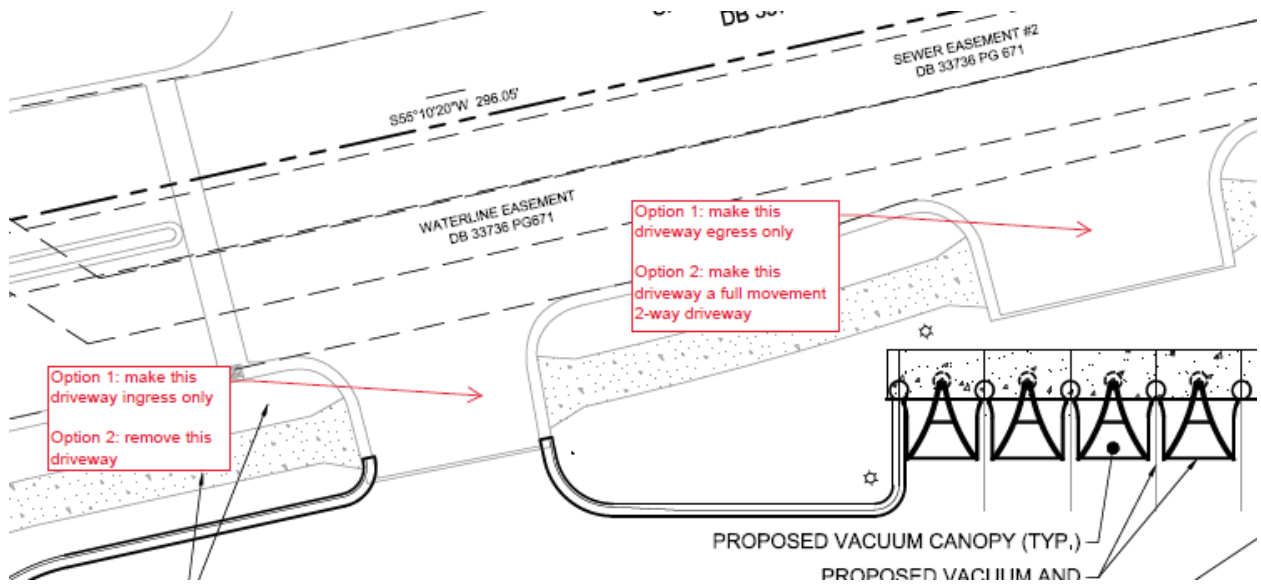
A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.

2. Revise site plan and conditional note(s) to commit to dedicate (*if not already provided*) 55-feet of public right-of-way from the WT Harris Boulevard road centerline to accommodate the future WT Harris Boulevard cross section below, which accounts for a future curb line location 33-feet from road centerline to the property frontage, 8-foot planting strip, and a minimum 12-foot wide multi-use path. The site plan shall label and dimension the right-of-way from the road centerline.



3. Revise the site plan and conditional note (**Section 3. Access and Transportation (f)**) to modify the proposed access management per the options provided below.

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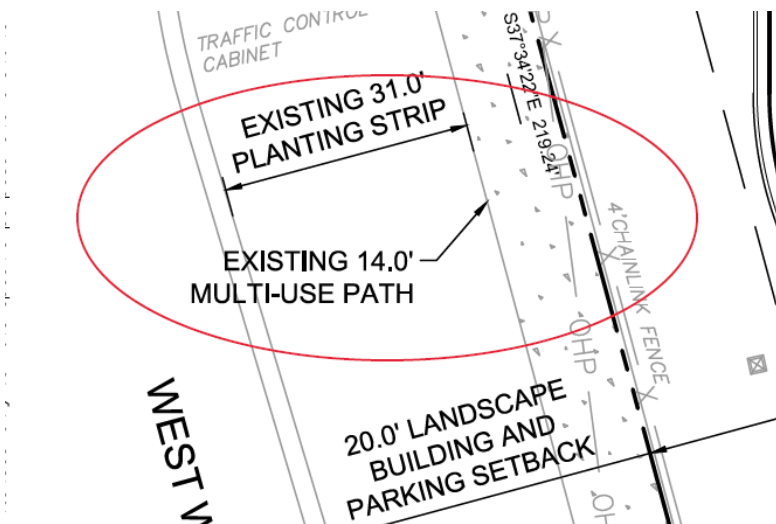


4. Revise the site plan and conditional note (**Section 5. Streetscape, Setbacks, Buffers and Screening (a)**) to clarify the difference on the site plan and conditional note, related to existing vs. proposed references to a multi-use path. Please clarify whether an existing multi-use path remain, or if a multi-use path is proposed.

5. **Streetscape, Setbacks, Buffers and Screening:**

a. A minimum 20-foot wide landscape setback, a minimum 14-foot wide multi-use path and a variable width planting strip shall be installed along the Site's frontage on West W.T. Harris Boulevard as generally depicted on the Rezoning Plan. The width of the planting strip and/or the multi-use path may be reduced as necessary to tie into any sidewalk located or to be located to the north of the Site on West W.T. Harris.

b. A minimum 56.25-foot Class B buffer shall be established along a portion of the Site's northern boundary line as more particularly depicted on the Rezoning Plan, which buffer shall conform to the standards of Section 12.302 of the Ordinance. This 56.25-foot Class B buffer shall remain undisturbed except that the planting of supplemental trees and shrubs shall be permitted within this 56.25-foot



Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

1. 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, per the City of Charlotte's Driveway Regulations.

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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 NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall 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 NCDOT 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 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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
7. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
8. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>