

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) |
| | 06-24-2021 | Second 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 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. Additionally, update the site plan to incorporate minor technical clarifications within the conditional notes. 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:

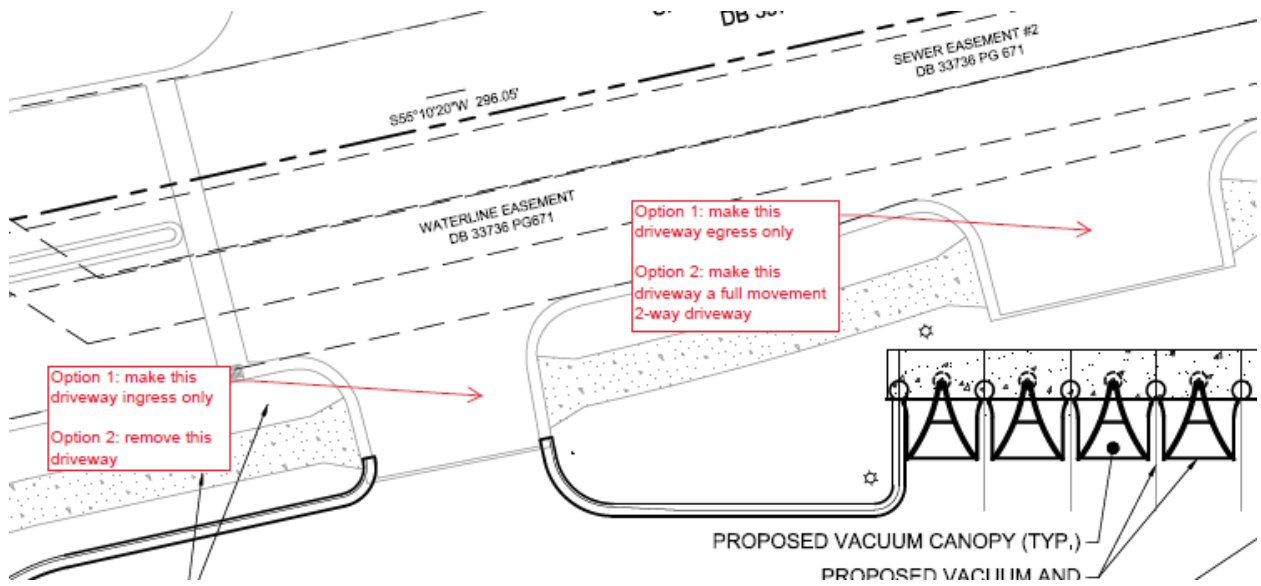
A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.

- ~~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. Updated Comment** (site plan dated 6-14-21): either remove the right in only driveway and keep the full access drive, or keep the right in only access driveway and convert the full access drive to egress only. Revise the conditional note below to update this language to match the revised driveway design. 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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PUBLIC STREETS LOCATED OUTSIDE OF THE RIGHT-OF-WAY. THE PERMANENT SIDEWALK EASEMENT WILL BE LOCATED A MINIMUM OF TWO (2) FEET BEHIND THE SIDEWALK WHERE REASONABLE.

f. IF CDOT/NC DOT OBSERVES (AND SUCH OBSERVATION IS CONFIRMED BY A TRAFFIC ENGINEER) THAT VEHICLES ARE CONSISTENTLY QUEUING OR STACKING ONTO WEST W.T. HARRIS BOULEVARD ON THE INTERNAL PRIVATE ACCESS DRIVE DUE TO THE NUMBER OF VEHICLES MAKING LEFT TURNS INTO TAX PARCEL # 025-211-48 (8325 WEST W.T. HARRIS BLVD.) AT THE EASTERNMOST ACCESS DRIVE INTO 8325 WEST W.T. HARRIS BLVD. OR DUE TO THE NUMBER OF VEHICLES MAKING LEFT TURNS OUT OF THE SITE (TAX PARCEL 025-211-49; 8345 WEST W.T. HARRIS BLVD.) ONTO THE INTERNAL PRIVATE ACCESS DRIVE UTILIZING THE EASTERNMOST ACCESS DRIVE INTO THE SITE, THEN, UPON THE REQUEST OF CDOT/NC DOT, PETITIONER SHALL INSTALL A MEDIAN IN THE PRIVATE ACCESS DRIVE INTO THE SITE FROM WEST W.T. HARRIS BOULEVARD TO CONVERT THE EASTERNMOST ACCESS DRIVE INTO 8325 WEST W.T. HARRIS BLVD. AND THE EASTERNMOST ACCESS DRIVE INTO THE SITE FROM FULL-MOVEMENT VEHICULAR ACCESS POINTS INTO RIGHT-IN, RIGHT-OUT VEHICULAR ACCESS POINTS. PETITIONER SHALL INSTALL TEMPORARY CONTROLS TO PROHIBIT LEFT TURNS INTO THE EASTERNMOST DRIVEWAY INTO 8325 WEST W.T. HARRIS BLVD. AND LEFT TURNS OUT OF THE SITE ONTO THE INTERNAL PRIVATE ACCESS DRIVE UTILIZING THE EASTERNMOST ACCESS DRIVE INTO THE SITE UNTIL THE PERMANENT MEDIAN IS INSTALLED (I.E., BOLLARDS). THE MEDIAN SHALL BE INSTALLED WITHIN SIX MONTHS OF CDOT/NC DOT NOTIFYING PETITIONER OF THE NEED TO INSTALL THE MEDIAN. THE WESTERNMOST VEHICULAR ACCESS POINT INTO 8325 WEST W.T. HARRIS BLVD. FROM THE PRIVATE ACCESS DRIVE AND THE WESTERNMOST VEHICULAR ACCESS POINT INTO THE SITE FROM THE PRIVATE ACCESS DRIVE SHALL REMAIN A FULL-MOVEMENT VEHICULAR ACCESS POINTS. THE PETITIONER WILL COORDINATE THE INSTALLATION OF MEDIAN WITH THE ADJOINING PROPERTY OWNER 8325 WEST W.T. HARRIS BLVD. IF REQUIRED TO BE INSTALLED.

IN CONNECTION WITH THE SUBMISSION OF ANY PERMITTING REQUEST FOR A USE TO BE LOCATED ON THE SITE, PETITIONER SHALL INCLUDE ON

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.~~

- e. ~~See notes on the site plan and minimum internal security system for its premises.~~
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~~

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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>