

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)
07-26-2021	Third Review (KP)

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. All CDOT comments have been addressed.

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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	6,000 SF	No Data	Site Plan: 2/19/2021

Provide comments to the specified comments below.

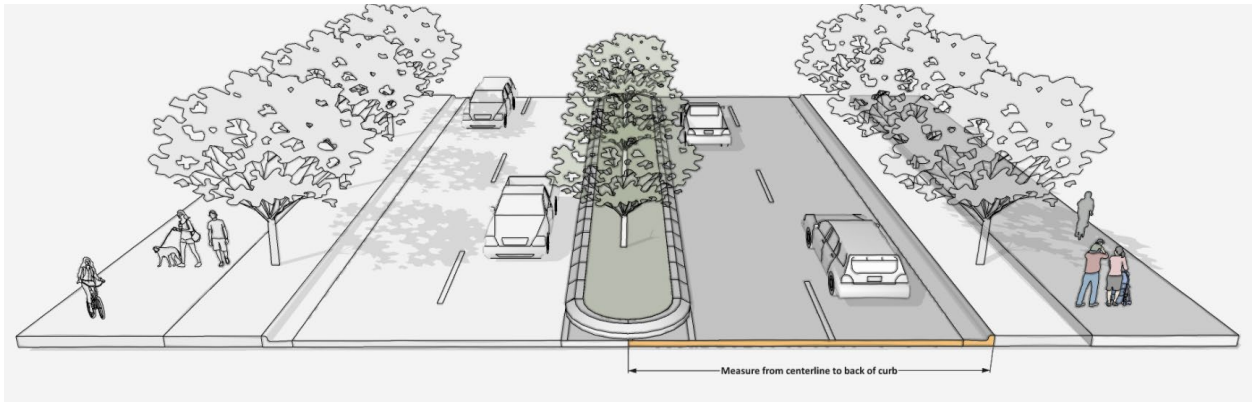
Outstanding Issues

Strikethrough = Resolved

1. Traffic Study:

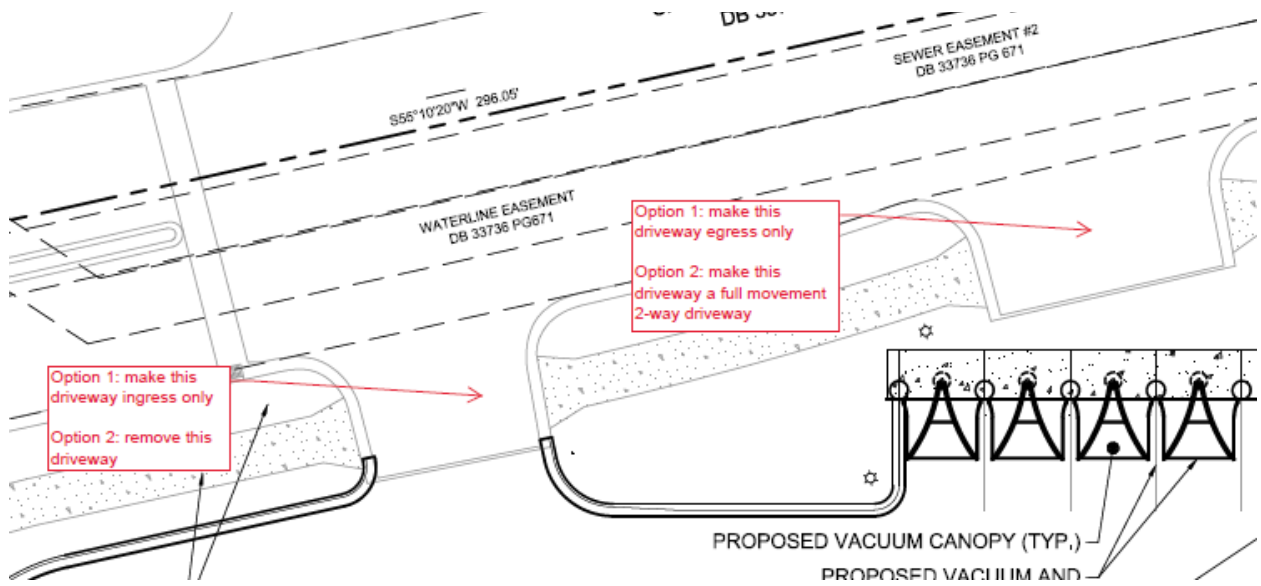
A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.

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. **Comment Rescinded** (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.

g. 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.~~

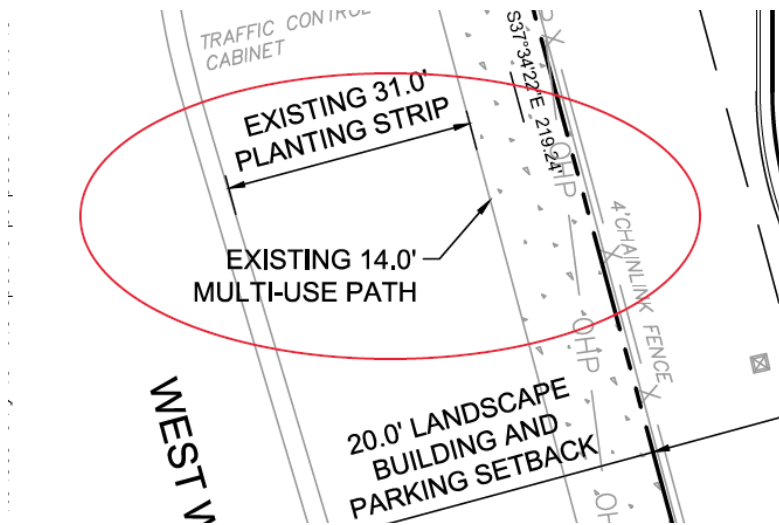
e. See notes on the site plan showing the minimum internal security system for its premises.

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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5. ~~Technical Clarification (site plan dated 6-14-21): revise the site plan and conditional note(s) to incorporate the minor conditional note corrections below.~~

- b. THE PLACEMENT AND CONFIGURATION OF THE VEHICULAR ACCESS POINTS ARE SUBJECT TO ANY or NCDOT SPECIFICATIONS REQUIRED TO ACCOMMODATE FINAL SITE DEVELOPMENT AND CONSTRUCTION PLANS AND TO ANY ADJUSTMENTS IN ACCORDANCE WITH APPLICABLE PUBLISHED STANDARDS.
- c. THE ALIGNMENT OF THE INTERNAL VEHICULAR CIRCULATION AND DRIVEWAYS MAY BE MODIFIED BY THE PETITIONER TO ACCOMMODATE CHANGES IN THE or NCDOT S, PARKING LAYOUTS AND ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY CDOT IN ACCORDANCE WITH PUBLISHED STANDARDS.
- d. THE PETITIONER WILL CONSTRUCT REQUIRED ROADWAY IMPROVEMENTS AND PROVIDE ANY REQUIRED SIDEWALK AND UTILITY EASEMENTS NEEDED FOR THESE IMPROVEMENTS PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY, SUBJECT TO THE PETITIONER'S ABILITY TO REQUEST THAT CDOT ALLOW A BOND TO BE sidewalk utility easement FOR IMPROVEMENTS NOT FINALIZED AT THE TIME OF THE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY, AS ALLOWED BY or NCDOT.
- e. THE PETITIONER WILL DEDICATE VIA FEE SIMPLE CONVEYANCE ANY REQUIRED RIGHT-OF-WAY INDICATED ON THE REZONING PLAN AS RIGHT-OF-WAY TO BE DEDICATED. THE ADDITIONAL RIGHT-OF-WAY WILL BE DEDICATED PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY. THE PETITIONER WILL PROVIDE A PERMANENT SIDEWALK EASEMENT FOR ANY OF THE PROPOSED SIDEWALKS LOCATED ALONG THE 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 FEASIBLE.

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.
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-

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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>