

Rezoning Transportation Analysis

Petition Number: 2021-193

General Location Identifier: 20120110

From: Brandon Brezeale, PE

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Reviewer:

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Revision Log:

Date	Description
12-23-2021	First Review (KP)

General Review Information

The petition is located adjacent to Graham Park Drive, a City-maintained local street near John Price Road, a City-maintained major collector. The petition is located in the Westinghouse Boulevard Center outside Route 4. Additionally, this site is located within the limits of the Westside Strategy Plan Study Area and the Steele Creek Area Plan

Active Projects Near the Site:

- NCDOT STIP U-6168 - Carowinds Boulevard Extension
 - Construct the extension of Carowinds Boulevard from its existing terminus at S. Tryon Street to Steele Creek Road as a two-lane, median divided boulevard alignment with bicycle lanes and sidewalks. The proposed project would utilize portions of the existing alignments of John Price Road
 - Project is currently awaiting funding.

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 petition is located adjacent to Graham Park Drive, a City-maintained local street, near John Price Road, a City-maintained major collector. The site will utilize the existing site Graham Park Drive cul-de-sac for site access and, upon completion of the NCDOT STIP U-6168 Carowinds Boulevard Extension, will provide a secondary site access.

Conditional note revisions are needed to clarify the future driveway connection to STIP U-6168 will be subject to NCDOT and CDOT approval. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	None		Tax Record
Entitled Use	Warehouse (I-1 17.38 acres)	173,800 SF	320	General guidance from planning
Proposed Use	General Office	200,000 SF	2,080	Site Plan (no date)

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 conditional note 4.C to:

“At such time as NCDOT STIP# U-6168 (Carowinds Boulevard Extension) is constructed, the petitioner may coordinate with NCDOT and CDOT to construct a single driveway connection, as means for secondary site access. This driveway will be subject to NCDOT and CDOT approval.”

4. TRANSPORTATION

- A. THE SITE WILL HAVE ACCESS ~~TO~~ ^{NCDOT STIP # U-6168 (Carowinds Boulevard Extension)} ~~ON~~ TO GRAHAM PARK DRIVE THAT SERVES THE SITE.
- B. ~~PARKING AREAS ARE ALLOWED ANYWHERE WITHIN THE BUILDING AND PARKING ENVELOP AS GENERALLY DEPICTED ON THE CONCEPT PLAN FOR THE SITE.~~
- C. ~~AT SUCH TIME AS CAROWINDS BLVD. ROAD IS CONSTRUCTED BY OTHERS, THE PETITIONER RESERVES THE RIGHT TO CONNECT TO THAT STREETS WITH A SINGLE ACCESS POINT.~~

the petitioner may coordinate with NCDOT and CDOT to construct a single driveway connection, as a means of secondary site access. The driveway connection will be subject to NCDOT and CDOT approval.

5. ARCHITECTURAL STANDARDS

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.

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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>