

# Rezoning Transportation Analysis

Petition Number: #2022-075

General Location Identifier: 20512114, 20511218, 20512121

**From: Jake Carpenter, PE**  
Jacob.Carpenter@charlottenc.gov  
980-221-5675

**Reviewer: Patrick Monroe**  
Patrick.Monroe@charlottenc.gov  
704-301-1411

## Revision Log:

| Date     | Description        |
|----------|--------------------|
| 10-26-22 | First Review (JT)  |
| 1-25-23  | Second Review (DR) |

## General Review Information

The petition is located on the north side of East Westinghouse Boulevard, a City-maintained major throughfare west of Crump Road, a City-maintained local street. The petition is located in a south corridor outside of Route 4, and within the Sharon & I-485 Transit Station Area Plan.

### Active Projects Near the Site:

- Blue South Multifamily Subdivision
  - South of East Westinghouse Boulevard east of Old Nations Ford Road
- Blue South Mixed Use Development Subdivision
  - South of East Westinghouse Boulevard east of Old Nations Ford Road

---

*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 on the north side of East Westinghouse Boulevard, a City-maintained major throughfare west of Crump Road, a City-maintained local street. A Traffic Impact Study (TIS) is not needed for this site. CDOT will work with the petitioner during the permitting process to ensure all required streetscape and transportation related ordinance requirements are complied with for adequate access and connectivity to the site and surrounding network. Further details are listed below.

# Rezoning Transportation Analysis

Petition Number: #2022-075

General Location Identifier: 20512114, 20511218, 20512121

## Trip Generation

| Scenario                                   | Land Use  | Intensity             | Trip Generation (vehicle trips/day)                   | Source                                    |
|--|---|-----------------------|---|---|
| Existing Use                               | Warehouse   | 12,000 SF             | 60  | <i>Tax Record</i>                         |
| <del>Entitlement with Current Zoning</del> | <del>Industrial<br/>(I-1 &amp; I-2, 20.965 acres)</del> | <del>848,803 SF</del> | <del>1,420</del>                                      | <del>General Guidance from Planning</del> |
| Entitlement with Current Zoning            | Industrial<br>(I-2, 15.74 acres)                        | 685,637 SF            | 1,125   | <i>General Guidance from Planning</i>     |
| Proposed Zoning                            | <del>TOD-CC &amp; TOD-NC<br/>20.965 acres</del>         | -                     | <del>Too many uses to determine trip generation</del> | <del>No Site Plan</del>                   |
| Proposed Zoning                            | TOD-CC & TOD-NC<br>15.74 acres                          | -                     | Too many uses to determine trip generation            | <i>No Site Plan</i>                       |

Provide comments to the specified comments below.

## Outstanding Issues

**Strikethrough = Resolved**

### Traffic Study:

1. 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. A traffic impact study will be required during permitting if the site generates more than 2,500 daily trips.

## 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.

2. The setback for this district is measured from the back of the existing or future curblin as determined by CDOT and Planning during the permitting process.
3. 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.
4. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 50' x 50' 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.
5. 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.

## Rezoning Transportation Analysis

Petition Number: #2022-075

*General Location Identifier: 20512114, 20511218, 20512121*

6. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
7. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
8. 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.
9. 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.
10. 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>