

Rezoning Transportation Analysis

Petition Number: 2025-033

General Location Identifier: 04711110, 04711107

From: Jake Carpenter, PE

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Revision Log:

Date	Description
04-23-25	First Review (TM)
05-21-25	Second Review (TM)
07-22-25	Third Review (TM)
08-20-25	Fourth Review (TM)
09-23-25	Fifth Review (TM)

General Review Information

The petition is located at the intersection of W T Harris Boulevard, a NCDOT-maintained arterial, and IBM Drive, a City-maintained arterial. The petition is located in a northeast wedge inside of Route 4

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 at the intersection of W T Harris Boulevard, a NCDOT-maintained arterial, and IBM Drive, a City-maintained arterial. Based on the 1,714 daily trips, this will trigger a Traffic Impact Study and Tier 3 multimodal assessment. The TIS was approved on 8/13/2025. All outstanding CDOT comments have been addressed. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation			Source
			Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	
Existing Use	Vacant	-	-	-	-	<i>Tax Record</i>
Entitlement with Current Zoning	(RE-3 & RC, 40.13 acres)	-	-	-	-	<i>General Guidance from Planning</i>
Proposed Zoning	Single Family Attached (N2-A, 40.13 acres)	260 Dwelling Units	1,931	130	152	<i>Site Plan: 03-17-25</i>
Proposed Zoning	Single Family Attached Multifamily (Low-Rise) (N2-A, 40.13 acres)	72 Dwelling Units 178 Dwelling Units	1,714	110	136	<i>Site Plan: 05-12-25</i>

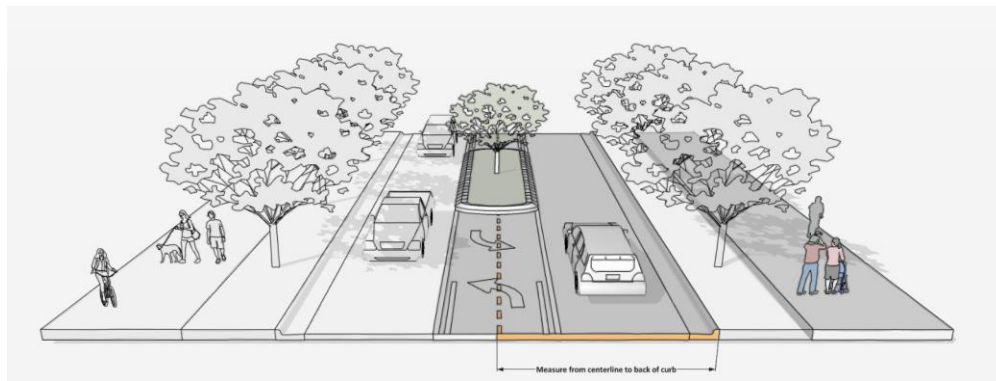
Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

Outstanding Issues

Strikethrough = Resolved

1. Curbline:

~~IBM Drive:~~ Location of future curb and gutter is to be a min of 19 feet from the roadway centerline.



~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

2. ~~Comprehensive Transportation Review (CTR):~~

~~A Traffic Impact Study is required for the complete review of this petition due to the site generating site trips over ordinance thresholds found in the Charlotte Streets Manual Table 3.1 and/or triggering other City TIS requirements.~~

~~Staff will receive the petition and begin review, but the public hearing will not be scheduled until the TIS is approved to allow for the minimum time necessary for CDOT to review the study and reach agreement with the petitioner on the required transportation commitments. Any agreed upon~~

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~~commitments shall be included on the last site plan submitted no fewer than 4 weeks prior to the public hearing. Therefore, additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT (and NCDOT).~~

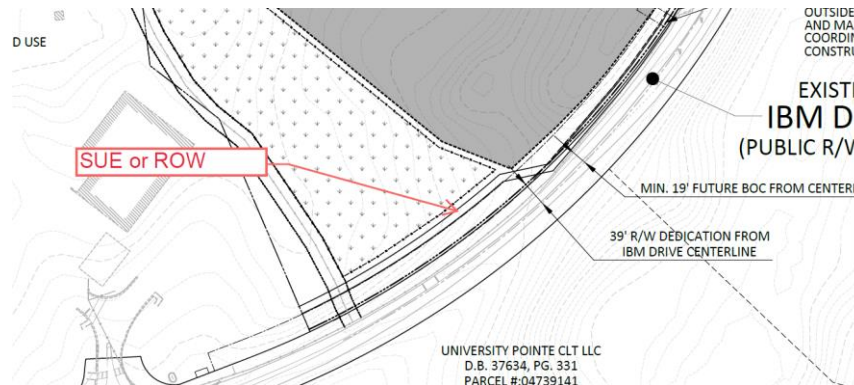
~~The petition's zoning falls within the medium to high intensity development which based on the 1,714 daily trips will trigger Tier 3 (9 mitigation points) for multimodal assessment. The petitioner shall review and assess the publicly accessible pedestrian network within ¼ mile walking distance of the site to identify multimodal infrastructure to meet the Tier 3 (9 mitigation points) for multimodal assessment.~~

~~**Outstanding Comment 5.19.2025:** TIS scope submitted on 5/15/2025 and comments due by 5/30/2025.~~

~~**Clarifying Comment 7.21.2025:** TIS scope approved on 7/14/2025. TIS submitted on 7/14/2025 and comments due by 8/11/2025. This is the first TIS submittal.~~

- ~~3. Revise site plan and conditional note(s) to commit to dedicate right-of-way along all proposed frontages along IBM Drive from the road centerline to a min of 39-feet or back of Shared-Use Path. The site plan shall label and dimension the right-of-way from the road centerline. Where feasible CDOT request ROW to be placed 2 feet behind the Shared-Use Path or a sidewalk utility easement can be utilized.~~

~~**Clarifying Comment 05-21-25:** Revise site plan and conditional note(s) to show the proposed Shared-Use Path (SUP) inside of the proposed ROW or inside of a sidewalk utility easement (SUE) placed 2-feet behind the back of the SUP.~~



- ~~4. Revise site plan and conditional note(s) to commit to construct bicycle facilities by installing a 12' multi-use path in accordance with the council-adopted Charlotte Streets Map. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements.~~
- ~~5. **Outstanding Comment 5.19.2025:** Revise site plan and conditional note(s) to provide an internal public street network in coordination with subdivision. Site plan shall label and dimension each roadway per CLDSM U-05.~~
- ~~6. **Outstanding Comment 5.19.2025:** Revise site plan and conditional note(s) to commit to constructing a min of a 8-foot sidewalk on all network required public streets per UDO table 33-4. Site plan shall label and dimension~~
- ~~7. Add a conditional note specifying "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~~

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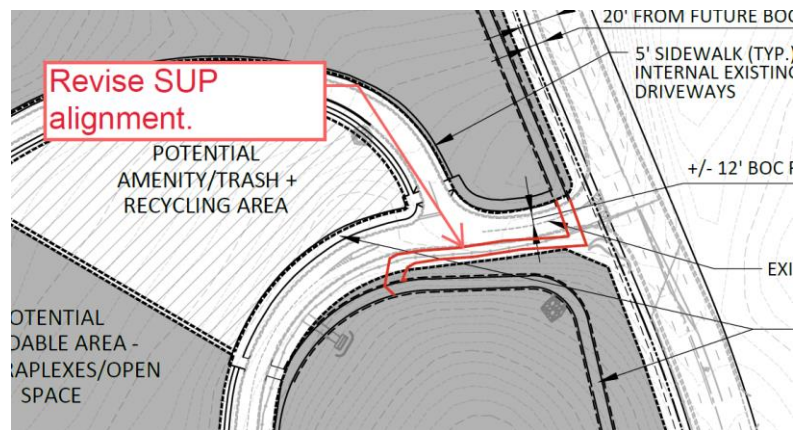
~~approved by CDOT prior to construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements."~~

- ~~8. Add a conditional note specifying "the Petitioner shall dedicate and convey in fee simple all rights-of-way to the City before the site's first building certificate of occupancy is issued. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible."~~
- ~~9. Add a conditional note specifying "All transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued."~~

The petitioner may phase transportation improvements if said improvements and phasing are approved by CDOT and explicitly described in site plan notes.

- ~~10. Add conditional note specifying "All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad north eastern Mecklenburg area, by way of a private/public partnership effort or other public sector project support."~~

- 11. New Comment 05-21-25:** Revise site plan and conditional note(s) to minimize the jogging of the Shared-Use Path alignment. Coordinate with CDOT regarding path.



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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 Unified Development Ordinance.
2. 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.
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 to comply with City of Charlotte Unified Development Ordinance regulations.
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. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link: <https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>