

Rezoning Transportation Analysis

Petition Number: 2017-077

General Location Identifier: 067-045-16

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Revision Log:

Date	Description
05-17-17	First Review

General Review Information

The site is at the unsignalized intersection of W Morehead St (major thoroughfare) & Millerton Ave (local). The site is located in a corridor inside of Route 4 and is within the study limits of the Bryant Park Land Use & Streetscape Plan. Morehead road conversion coming with next State resurfacing.

CDOT's review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP) which seeks 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

To be provided prior to public hearing.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse	32,890 SF	120	Tax Record
Entitlement with Current Zoning	Warehouse	32,890 SF	120	Tax Record
Proposed Zoning	Office	28,000 SF	500	Site Plan: 03-27-17

Outstanding Issues

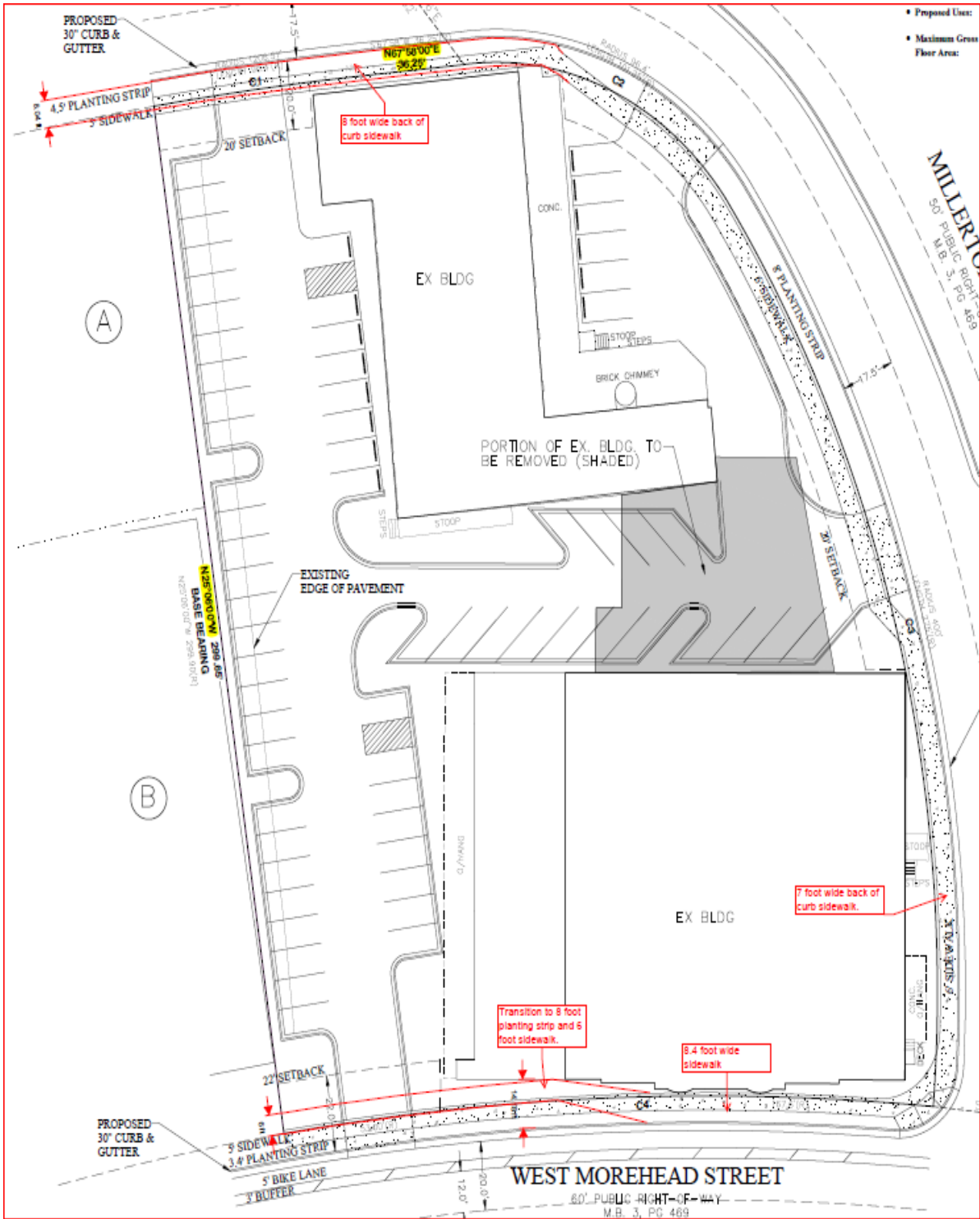
- Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of the future back of curb is 17.5 feet from the center of Millerton and is accurately shown on the plan. The existing back of curb is in the future location on Morehead.
- Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.
- The petitioner should revise the site plan to show standard 8' planting strip and 6' sidewalk along as much of the site's public street frontage as possible (i.e. add along eastern portion of Morehead frontage) and 8' back of curb sidewalk in areas where existing buildings do not allow the standard section. Additional pinch points (but no less than 7' back of curb sidewalk) can be detailed during

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permitting. Petitioner should also consider planting strip behind sidewalk along areas where back of curb sidewalk is needed. Use sketch below as a guide.



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General Location Identifier: 067-045-16

4. The petitioner should revise the site plan to remove the proposed driveway on West Morehead St. NCDOT has indicated that they will not permit the driveway. Furthermore, this driveway will conflict with the buffered bike lane that will be implemented on West Morehead in the near future.
5. The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of all rights of way to the City before the site's first building certificate of occupancy is issued. CDOT requests right of way set at 2' behind back of sidewalk if feasible.
6. The petitioner should revise the site plan to add a note specifying all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued or phased per the site's development plan.

Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. According to the City of Charlotte's Driveway Regulations, 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.
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 North Carolina Department of Transportation on NCDOT maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance(s). Such items should 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 the North Carolina Department of Transportation 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 to be 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 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 the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.