

# Rezoning Transportation Analysis

Petition Number: 2017-080

General Location Identifier: 06703104, 06703111

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## Revision Log:

Date	Description
05-18-17	First Review

## General Review Information

The site is between Freedom Dr (major thoroughfare) and Morehead St (major thoroughfare) and is located in a corridor inside Route 4. The site is within the study limits of the Bryant Park Land Use & Streetscape Plan.

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*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.*

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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	Vacant	N/A	N/A	Petition
Entitlement with Current Zoning	Warehouse (17.69 acres of I-1)	176.9K SF	630	General Guidance from Planning
Proposed Zoning	Apartments Office	280 dwellings 9K SF	2,030	Site Plan: 03-24-17

## Outstanding Issues

- Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The existing back of curb on West Morehead is in the correct future location. This does not take into account turn lanes recommended in comments below which may require the curb to be moved.
- 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 the extension of Suttle Av, north-south connection, from West Morehead towards Freedom Dr. The road should be built to the back of proposed building

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#2 and to "Local Residential Wide" standard. Gated access should be removed. Reserve 70 feet of right of way from the back of building #2, to the property line, aligned with the intersection of Freedom Dr and Wesley Village Rd, in order to preserve the future connection of Suttle Rd and Wesley Village Rd. This will meet the intent of the Bryant Park Land Use and Streetscape Plan adopted by City Council.

4. The petitioner should revise the site plan to show an east-west connection from Suttle Rd west towards Berryhill Rd. The road should be built to "Local Residential Wide" standard. This will meet the intent of the Bryant Park Land Use and Streetscape Plan adopted by City Council.
5. The petitioner should revise the site plan and remove the access of the fire lane on West Morehead St that is shown. The fire lane access can be achieved through the parking lot between building #3 and building #5.
6. The petitioner should revise the site plan to show a better connection for bikes and pedestrians between building #3 and the bridge to West Morehead St. to accommodate ped/bike traffic accessing the West Morehead St retail district.
7. The petitioner should revise the site plan to show an eastbound left turn lane, with 150 foot storage, on West Morehead at Suttle Rd. Coordination is required to coordinate the site drive, ped refuge and left turn.
8. West Morehead St is part of 4-to-2 road conversion project, which installed buffer bike lanes, and a CNIP project that installs pedestrian refuge islands. The petitioner should revise the site plan to add a note specifying the pedestrian refuge islands and the buffered bike lanes are to be preserved or restored when implementing the necessary road improvements required by the rezoning.
9. 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.
10. 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.

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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.