

Rezoning Transportation Analysis

Petition Number: 2019-022

General Location Identifier: 02955101

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Revision Log:

Date	Description
03-21-2019	First Review
06-17-2019	Second Review

General Review Information

The site is on and Morehead Road (major collector) and Salome Church Road (major thoroughfare) and is located in a corridor outside Route 4, in the City's ETJ. The site is within the limits of the Northeast Area Plan.

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

The proposed petition expands trucking and warehouse operations within 8 acres to support an establish business. The site access will be serviced from an existing driveway therefore, no new site access driveways will be permitted. The petitioner is dedicating right-of-way in fee simple to the state for Gene Downs Rd. and Morehead Rd., east of Gene Downs Rd. before the site's first CO is issued. The site commits to transportation and streetscape improvements along Morehead Rd. Gene Down Roads.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Truck parking	N/A	0	Charlotte Explorer
Entitlement with Current Zoning	Truck parking Single Family (25.49 ac of R-3) Apartments (1.25 ac of R-12MF)	N/A 76 dwellings 15 dwellings	880	General Guidance from Planning and RZ 1998-017(C)
Proposed Zoning	Warehouse and Truck Parking	60,000 sf	140	Site Plan: 06-11-19

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Outstanding Issues

Strikeout = Not an outstanding issue

1. **Curbline:** The location of the future back of curb on the following roads is as follows:
 - a. ~~Morehead Rd's back of curb is 17.5' as measured for the road's existing centerline (see CLDSM U-07 standard Local Collector Street Typical Section).~~
 - b. ~~Salome Church Rd. back of curb is 33' as measured for the road's existing centerline.~~
 - c. ~~Gene Downs Rd. back of curb is 12.5' as measured for the road's existing centerline.~~

Revised Comment: The petitioner should revise the site plan and conditional note(s) to commit to construct the curb and gutter along the site's Morehead Rd., Salome Church Rd. and Gene Downs Rd. frontages after the proposed site is developed at ~~all the locations described above.~~ The site plans should label and dimension the curb and gutter location measured from the road's existing centerline.
2. **Traffic Study:** ~~A Traffic Impact Study is not necessary for the complete review of this petition.~~

Revised Comment: The petitioner should revise the site plan and conditional note(s) to dedicate 36' of right-of-way (designated as a major collector) in fee simple as measured from the street's existing centerline along the site's Morehead rd. frontage, prior to the site's first CO is issued.
3. **Revised Comment:** The petitioner should revise the site plan and conditional note(s) to provide 50' of right-of-way dedicated in fee simple along the site's Salome Church Rd. frontage, a major thoroughfare outside Route 4, when the remainder of the petitioner's property west of Gene Downs Rd. is rezoned and developed.

Revised Comment: The petitioner should revise the site plan and conditional note(s) to provide 55' of total public right-of-way dedicated in fee simple along the site's Gene Downs Rd. frontage, a local office/commercial narrow street typical section, prior to the site's first CO is issued.
4. **Revised Comment:** ~~The petitioner should revise the site plan and conditional note(s) to provide curb/gutter, pavement widening, an 8' planting strip and 5' sidewalk along the site's Morehead Rd. frontage, City's Subdivision Ordinance, when the remainder of the petitioner's property west of Gene Downs Rd. is rezoned and developed.~~
5. ~~The petitioner should revise the site plan and conditional note(s) to provide curb/gutter, pavement widening, an 8' planting strip and 5' sidewalk along the site's Salome Church Rd. frontage, per Chapter 19 requirements.~~
6. **Revised Comment:** ~~The petitioner should revise the site plan and add conditional note(s) to provide curb/gutter, pavement widening, an 8' planting strip and 5' sidewalks along the site's Gene Downs Rd. frontage, City's Subdivision Ordinance, when the remainder of the petitioner's property west of Gene Downs Rd. is rezoned and developed.~~
7. ~~The petitioner should revise the site plan and conditional note(s) to remove/close an existing driveway on Morehead Rd. east of the main site's driveway (i.e. "Old Gene Downs Rd.") and restore the open drainage grass ditch section. See the subject driveway to be closed below, as requested by both NCDOT and CDOT. Site access can be served by the two (2) remaining driveways.~~
8. **Revised Comment:** ~~The petitioner should revise the site plan and conditional note(s) to provide two (2) 150' westbound Morehead Rd. left turn storage lanes at Gene Downs Rd. and the main site's driveway (i.e. "Old Gene Downs Rd.") with appropriate bay taper lengths (see the location of the two~~

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required left turn storage lanes below), when the remainder of the petitioner's property west of Gene Downs Rd. is rezoned and developed.



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

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.