

# Rezoning Transportation Analysis

Petition Number: 2019-056

General Location Identifier: 06702112

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## Revision Log:

Date	Description
05-15-19	First Review

## General Review Information

The site is at the unsignalized intersection of W Morehead Street (major thoroughfare) and Julian Price Place (local). The site is in a corridor inside Route 4 and is within the limits of the Bryant Park Land Use & Streetscape Plan. The City has the Suttle Avenue Sidewalk Project from Wilkinson Blvd to Morehead Road.

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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	Warehouse	82,660 sf	180	Tax Record
Entitlement with Current Zoning	Warehouse	82,660 sf	180	Tax Record
Proposed Zoning	4.95 acres of MUDD-O(CD)	Too many uses to determine		Site Plan: 04-01-19

## Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

**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 for:

- **Morehead Street:** existing curb is in the correct future location
- **Julian Price Lane:** existing curb is in the correct future location
- **Bryant Park Drive/Gay Street:** 12.5 feet from centerline of the road.

The petitioner should revise the site plan and conditional notes to show and committing to building the curbline on Bryant Park Drive/Gay Street in the correct location. (Site Plan: 04-01-19)

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1. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition. (Site Plan: 04-01-19)
2. The petitioner should revise the site plan and conditional note committing to building an 8-foot planting strip and 6-foot sidewalk along West Morehead Road frontage as identified in the Bryant Park Land Use and Streetscape Plan. (Site Plan: 04-01-19)
3. The petitioner should add a conditional note committing to coordinate the improvements on Bryant Park Drive with Rezoning Petition 2019-053 to the south of the site during the permitting process. (Site Plan: 04-01-19)
4. The petitioner should revise the site plan and conditional notes committing to dedicating 50-foot right-of-way from Julian Price Place to Bryant Park Road/Gay Street and converting the existing private road to a public road. (Site Plan: 04-01-19)
5. The petitioner should revise the site plan to show 2 curb ramps at the site's corner of West Morehead Road and Julian Price Place. v
6. 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. (Site Plan: 04-01-19)
7. 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. (Site Plan: 04-01-19)

## **NCDOT COMMENTS:**

- Only one access point allowed on West Morehead road with a left turn lane. Left turn lane will require widening on West Morehead and preserving the buffer bike lanes. Access point can also be limited to right in/right out and no left turn lane requirements. Access point should align with driveway across the road.
- Driveway on West Morehead Street to have at least 50 feet of protected driveway stem.
- East bound and West bound left turn lanes on West Morehead Street at Millerton Avenue/Julian Price Place required. Left turn lanes may require widening of West Morehead Road, relocation of existing pedestrian refuge island, and preservation of buffered bike lanes.

## **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

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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.