

Rezoning Transportation Analysis

Petition Number: 2019-120

General Location Identifier: 06702102, 06702106, 06702115

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Revision Log:

Date	Description
09-18-19	First Review

General Review Information

The site is at the signalized intersection of Wilkinson Boulevard (Class 3 major thoroughfare, state maintained) and Morehead Street (major thoroughfare, state maintained) and is in a corridor inside Route 4. The site is within the limits of the Bryant Park Land Use & Streetscape Plan.

Active Projects Near the Site:

- Suttle Avenue Sidewalk
 - This project will provide sidewalk, along Suttle Avenue between Morehead Street and 2000 Suttle Avenue (county building).

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

Wilkinson Boulevard and Morehead Street are major thoroughfares that currently have curb, gutter, 4' planting strip, and 5' sidewalk. CATS bus routes #5 and #35 run along Morehead Street and the future Silver Line LRT will be in Wilkinson Boulevard. CDOT will work with the petitioner during permitting to locate driveways and any ordinance required new streets. CDOT will also ensure that the streetscape is upgraded to current city standards to support the requested urban zoning district and existing and future transit service.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse Office	74,750 sf 13,790 sf	320	Tax Record
Entitlement with Current Zoning	Warehouse Office	74,750 sf 13,790 sf	320	Tax Record
Proposed Zoning	8.5 ac of TOD-CC	Too many uses to determine		General Guidance from Planning

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Outstanding Issues

Strikeout = Not an outstanding issue

1. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition. If the during the permitting process the site generates more than 2500 daily trips, then a traffic study will be required. The site plan for public hearing needs to include all the TIS requirements.
- 2- ~~**Resolved** Sample format for comment that is resolved~~

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. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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.
3. 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.
4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.