

Rezoning Transportation Analysis

Petition Number: 2022-209

General Location Identifier: 12520104

From: Jake Carpenter, PE

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Reviewer:

Patrick Monroe

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704-301-1411

Revision Log:

Date	Description
4-27-23	First Review (PDM)
5-24-23	Second Review (DR)
6-21-23	Third Review (DR)
7-26-23	Fourth Review (JC)

General Review Information

The petition is located adjacent to Morehead Street, a State-maintained major throughfare and south of McDowell Street, a State-maintained major throughfare. The petition is located in a south corridor inside Route 4, within the Center City 2020 Vision Plan.

Active Projects Near the Site:

- Myrtle/Morehead Phase II Storm Drainage Improvement Project
 - The project is to install and/or repair drainage infrastructure. The project area is bordered by South Boulevard to the north and west, Kenilworth Avenue to the south and Morehead Street to the east.
 - Project is in construction and estimated to be completed in 2023.
- Belk Greenway Connector (Baxter Street to Davidson Street)
 - The project is to install multimodal infrastructure to connect the Little Sugar Creek Greenway to the Irwin Creek Greenway. The connection will start at Baxter Street, run along McDowell Street and then along I-277 with connections into uptown.
 - Anticipated to be complete in 2027.
- RZP 2021-092 (The Pearl)
 - The Pearl is a multi-phased, mixed-use development featuring office, lab, retail, residential, including affordable housing, community gathering and academic spaces located along Pearl Park Way and Baxter Street.

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is 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 site is located adjacent to Morehead Street, a State-maintained major throughfare and south of McDowell Street, a State-maintained major throughfare. A Traffic Impact Study (TIS) is required for this site

Rezoning Transportation Analysis

Petition Number: 2022-209

General Location Identifier: 12520104

due to the site's trip generation and location along a high injury network roadway. A traffic study for the site was approved on 6-21-23. All outstanding CDOT comments have been addressed.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Retail	36,817 SF	1,785	Tax Record
Entitlement with Current Zoning	Retail (B-1, 1.623 acres)	16,230 SF	915	General Guidance from Planning
Proposed Zoning	General Office Retail (MUDD-O, 1.623 acres)	275,000 SF 15,000 SF	3,665	Site Plan: 11-08-22
Proposed Zoning	General Office Retail (MUDD-O, 1.623 acres)	275,000 SF 15,000 SF	3,190	Site Plan: 05-15-23

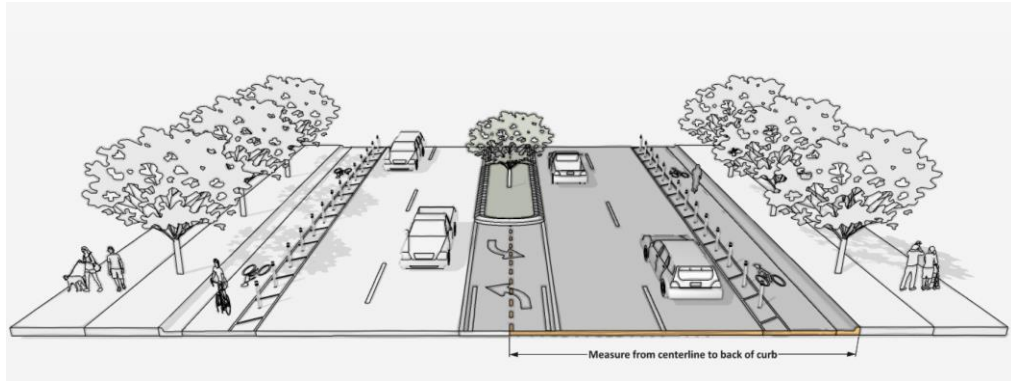
Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

Outstanding Issues

Strikethrough = Resolved

1. ~~Curblines:~~

~~**Morehead Street:** Location of curb and gutter to be moved to 38 feet from roadway centerline to accommodate the Charlotte Streets Map with a roadway typical section of a four plus avenue with buffered bike lanes.~~



~~NOTE: Additional distance from center line to back of curb may be required in locations where a median is present or around intersections and interchanges.~~

~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

2. ~~Traffic Study:~~

~~A Traffic Impact Study is required for the complete review of this petition due to the site being located along a high injury network roadway.~~

~~Staff will receive the petition and begin review, but the public hearing will not be scheduled until the TIS is approved to allow for the minimum time necessary for CDOT to review the study and reach agreement with the petitioner on the required transportation commitments. Any agreed upon~~

Rezoning Transportation Analysis

Petition Number: 2022-209

General Location Identifier: 12520104

commitments shall be included on the last site plan submitted no fewer than 4 weeks prior to the public hearing. Therefore, additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT (and NCDOT).

Outstanding Comment 5.24.2023: Awaiting TIS submittal and petitioner is working with CDOT to finalize scope.

3. ~~Revise site plan and conditional note(s) to commit to dedicate a minimum of 40-foot of right-of-way from the road centerline. The site plan shall label and dimension the right-of-way from the road centerline. In addition, provide sidewalk utility easement if the proposed sidewalk facility will be located outside of the ROW.~~
4. ~~Revise site plan and conditional note(s) to extend the existing concrete median along Morehead to the Dilworth Road connector.~~

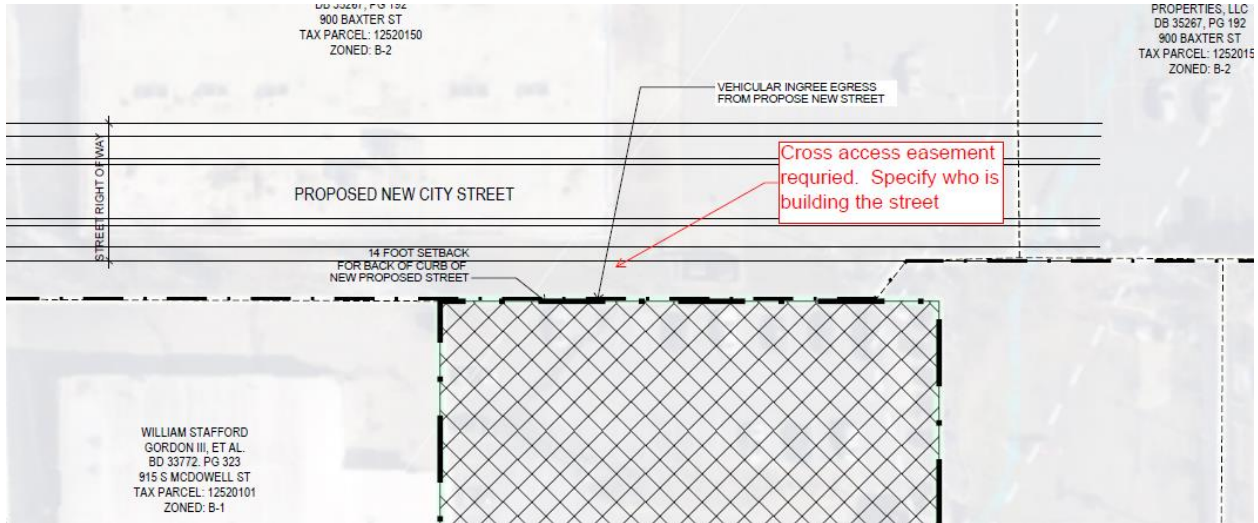


5. ~~Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk on Morehead Street per Chapter 19. The site plan shall label and dimension both items from the back of the future curb and gutter location.~~
6. ~~Revise site plan and conditional note(s) to clarify who is constructing the offside proposed street, and that a cross access easement is required to access the street across private property.~~

Rezoning Transportation Analysis

Petition Number: 2022-209

General Location Identifier: 12520104



- ~~7. Revise site plan and conditional note(s) to commit to construct bicycle facilities by locating the curb and gutter 38 feet from the center line to meet the Council-adopted Charlotte BIKES Policy.~~
- ~~8. Add a conditional note specifying "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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements."~~
- ~~9. Add conditional note specifying "All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the Mecklenburg area, by way of a private/public partnership effort or other public sector project support."~~

Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

1. 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, per the City of Charlotte's Driveway Regulations.
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 NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall 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 NCDOT 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 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. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link: <https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>