

Rezoning Transportation Analysis
Petition Number: Insert Zoning Petition # 2021-033
General Location Identifier: Tax ID 07325501

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Revision Log:	Date	Description
	03-25-21	First Review (EL)

General Review Information

The petition is located adjacent to West Morehead Street, a State-maintained major thoroughfare, South Clarkson Street, a City-maintained major collector, and South Cedar Street, a City-maintained local street. The petition is in the Uptown Center inside Route 4. Applicable area plans include the Center City 2020 Vision Plan.

Active Projects Near the Site:

- LYNX Silver Line Light Rail (and Rail Trail)
 - The refined alignment of the Silver Line will follow the freight rail corridor, with a planned station at Morehead St. The Rail Trail is also studying using some combination of Clarkson/Morehead/Cedar
 - <https://charlottenc.gov/cats/transit-planning/Pages/silver-line.aspx>
- I-77 Managed Lanes (South Carolina state line to I-277/US-74)
 - Unfunded but Planned to begin ROW in FY 2029
 - NCDOT TIP# I-5718A
 - Widen existing freeway to 10 lanes by constructing managed lanes, reconstructing I-77/I-277 (Belk Freeway) interchange

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 petition is located adjacent to West Morehead Street, a State-maintained major thoroughfare, South Clarkson Street, a City-maintained major collector, and South Cedar Street, a City-maintained local street, east of the I-277 and I-77 freeway interchange (State-maintained). Given the opportunity for improvements to the overall transportation network in this area, CDOT will work with the petitioner and NCDOT to discuss transportation improvements, and the appropriate transportation analysis, to support further development of this site. Special attention should be paid to aligning this site with the LYNX Silver Line Light Rail and Rail Trail projects, as well as with the I-7 and I-277 interchanges around the subject site. As this is a conventional rezoning petition, CDOT will identify required transportation improvements and potential multi-modal opportunities during the plan permitting process.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse	91,290 SF	190	Tax Record
Entitlement with Current Zoning	Warehouse MUDD	423,500 SF Too Many uses to determine	-	General Guidance from Planning and 2012-038
Proposed Zoning	UMUD	Too many uses to determine	-	General Guidance from Planning

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. Traffic Study:

A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.

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. The setback for this district is measured from the back of the existing or future curblines as determined by CDOT and Planning during the permitting process.
2. 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.
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 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.
4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit 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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
8. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible

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abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.

9. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>