

Rezoning Transportation Analysis

Updated: 3/4/2016

Petition Number 2016-015

Location Approximately 1.68 acres located on the northwest corner at the intersection of East 7th Street and North Caswell Road.

CDOT's Review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte'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 to be used in the overall City staff analysis of the rezoning petition and includes information on trip generation, outstanding site plan concerns, and an overall summary of the case from a transportation perspective.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

This site is at the intersection of 7th St. and N. Caswell Rd. The area plan calls for the 7th Street cross-section to remain the same. The petitioner completed a traffic analysis at CDOT's request in order to ensure the site access worked with the reversible lane conditions on 7th Street. The access proposed for the site allows for internal circulation inside the site between uses and enables access from both 7th Street and Caswell Road. The rezoning will improve the pedestrian environment by implementing streetscape improvements on the frontage. Although the existing intersection of 7th Street and Caswell Road will need improvements over time, the physical constraints on this intersection are not located on this corner, and therefore there are no opportunities to make intersection improvements with this project. This proposal does not significantly increase the entitlements on the site and CDOT has no outstanding concerns.

Trip Generation

Scenario	Existing Zoning		
	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use	Restaurant	7,000 SF	630
Entitlement	Retail	8,000 sf	2,400
	Restaurant	12,000 sf	

Site Plan Date	Proposed Zoning		
	Land Use	Intensity	Trip Generation (Vehicle trips/day)
1/15/16	Apartments	125 units	2,650
	Office	15,000 sf	
	Retail	15,000 sf	

Outstanding Issues

None

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' and 10' x 70' sight triangles 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 Woodlark Lane will require a driveway permit(s) to be submitted to CDOT and NCDOT 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.