

Rezoning Transportation Analysis

Petition Number: 2019-029

General Location Identifier: 12703509

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Revision Log:

Date	Description
03-21-2019	First Review
05-07-2019	Second Review
05-16-2019	Third Review

General Review Information

The site at the signalized intersection of E 7th Street (major thoroughfare) and N Caswell Road (minor thoroughfare). The site is located in a corridor inside Route 4 and is within the limits of the Elizabeth Area Plan.

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

The site is located at the intersection of a major thoroughfare and a minor thoroughfare. The site plan commits to improving the streetscape in the form of wide planting strip, and wide sidewalk to meet current City standards. The petitioner commits to implementing pedestrian intersection improvements at of E. 7th Street and N. Caswell Road, and 5th Street and N. Caswell Road. In addition, the petitioner commits to funding a pedestrian signal on E. 7th Street to enhance pedestrian mobility to the land uses on both sides of the street, as well as providing access to CATS bus stops.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Apartments Retail	150 dwellings 30,000 sf	2,310	RZ 2016-015
Proposed Zoning	Office Retail	83,000 sf 20,575 sf	2,940	Site Plan: 03-11-19
	Office Retail	80,500 sf 23,000 sf	3,070	Site Plan: 05-13-19

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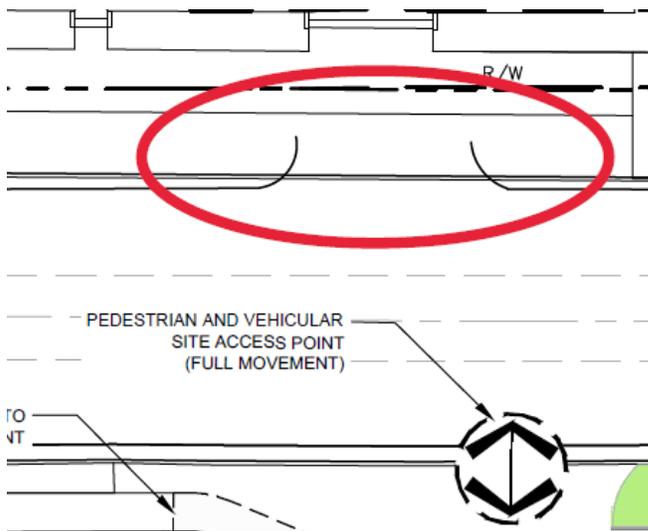
Outstanding Issues

Strikeout = Not an outstanding issue

1. ~~**Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The existing location of the back of curb is in the correct future location in as described in the Elizabeth Area Plan.~~

2. **Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition. A Traffic Impact Study is required when the daily trips generated by a new development exceeds 2,500 daily trips and this development has an expected trip generation of 2,940 trips per day. It is vital the petitioner provide an overall vision of how the proposed development will interact with the existing conditions in the Elizabeth neighborhood. The Traffic Impact Study will gather information from nearby intersections to analyze the traffic impacts as well as possible remedies to alleviate any areas of concern the study may reveal. CDOT is requesting the petitioner investigate pedestrian improvements as highlighted and encouraged in the Elizabeth Area Plan.
 - a. Upon completion and review of the Traffic Impact Study, the proposed access drive(s) will be evaluated and may result in being eliminated, restricted, or condensed to reduce conflict points, as approved by CDOT and NCDOT.
 - b. **NEW COMMENT:** After reviewing the revised site plan, the current trip generation yields 3,070 daily trips, reaching the NCDOT threshold for a Traffic Impact Study.
 - c. ~~**NEW COMMENT:** The site plan should commit to upgrading all accessible ramps and associated pedestrian signals to ADA compliance to provide improved pedestrian mobility.~~
 - d. **NEW COMMENT:** The site plan should commit to provide pedestrian improvements at 5th and Caswell intersection to improve pedestrian mobility. The improvements will consist of:
 - i. ~~Pedestrian refuge island on the southwest corner~~
 - ii. **Upgrade all accessible ramps and pedestrian signals at intersection**

3. ~~The petitioner should revise the site plan to include all existing driveways along East 7th Street and North Caswell Road in the existing right of way. CDOT cannot verify the location of the driveway shown in the picture below.~~



4. The petitioner should revise the conditional note 6.f to read “provided that an eight (8) foot wide clear sidewalk zone is maintained along East 7th Street.” In its current language, the sidewalk is reduced to 5’ which does not meet the minimum zoning requirements or the Council adopted Elizabeth Area Plan.

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5. ~~The petitioner should revise the site plan and conditional note(s) to show hardscape with tree grates along East 7th Street. As described in the typical section, sidewalk dining may reduce usable sidewalk area forcing citizens closer to the planting strip restricting walkability.~~
 - a. ~~NEW COMMENT: The planting strip along 7th street should remain, at minimum, 8'. CDOT does not support the proposed 6' planting strip as it is not in accordance with the MUDD zoning, ordinance, or Elizabeth area plan. CDOT also recognizes the proposed typical sections presented on the revised site plan. Please update to include an 8' planting strip and 8' sidewalk clear zone, minimum, in all typical sections. If the 8' planting strip will be reduced, the site plan needs to state locations and limits of the planting strip reduction limits and length.~~
 - b. **NEW COMMENT:** The petitioner should add "if approved by City of Charlotte Urban Forestry" to all notes that specify 6' minimum planting strip and/or tree grates along East 7th Street.
6. ~~The previously approved petition for this development committed to construction of a bus stop waiting pad the relocated bus stop on East 7th Street. The petitioner should carry over this commitment to the rezoning petition 2019-029.~~
7. ~~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.~~
8. 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. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.

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 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.