

Rezoning Transportation Analysis

Petition Number: 2020-083

General Location Identifier: Tax ID 12703702

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Revision Log:

| Date | Description |
|----------|---------------|
| 07-23-20 | First Review |
| 09-23-20 | Second Review |
| 10-20-20 | Third Review |
| 12-28-20 | Fourth Review |
| 01-21-21 | Fifth Review |

General Review Information

The petition is located on Park Drive (Local), 5th Street (Major Collector), Clement Avenue (Local), and Lamar Avenue (Local) — all of which are City-maintained. The site is located within a Wedge, in the Elizabeth Area Plan Study Area.

Active Projects Near the Site:

- None identified

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 on a major collector road (5th Street) and on local roads (Park Drive, 5th Street, Clement Avenue, and Lamar Avenue), all maintained by the City. The latest site plan includes medical office and residential units, with an overall intensity that has a trip generation of 4,215 vehicle daily trips. A Traffic Impact Study (TIS) is necessary for the complete review of this petition due to the site generation of more than 2,500 daily trips, which was approved on January 21, 2021. The petitioner shall revise newly added Conditional Note f. by removing the Greenway and Caswell pedestrian crossing reference. Further details are listed below.

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Trip Generation

| Scenario | Land Use | Intensity | Trip Generation (vehicle trips/day) | Source |
|---------------------------------|---|--|-------------------------------------|--------------------------------|
| Existing Use | Junior College Office Apartments | 19,300 sf 15,060 sf 12 dwellings | 650 | Tax Record |
| Entitlement with Current Zoning | Junior College Office Apartments | 19,300 sf 15,060 sf 12 dwellings | 650 | Tax Record |
| Proposed Zoning | Medical Office Townhomes | 120,000 sf 8 dwellings | 4,580 | Site Plan: 05-01-20 |
| Proposed Zoning | Medical Office Townhomes | 120,000 sf 10 dwellings | 4,215 | Site Plan: 10-12-20 |

Please provide responses to our comments.

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.~~
 - a. ~~The future location of curb and gutter is in its existing location for all abutting roads~~

The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road.

2. **Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition due to the site generation of more than 2,500 daily trips.

~~Staff will receive the petition and review it, but the public hearing will not be scheduled until the TIS is received. This will allow for the minimum time necessary for CDOT to review and approve the study and reach agreement with the petitioner on the required transportation commitments, and have them 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.~~

3. **Outstanding:** The petitioner shall revise newly added Conditional Note f. by removing the Greenway and Caswell pedestrian crossing reference. **The petitioner updated Conditional Note f with their January 12, 2021 site plan, but this comment remains outstanding as further revision is needed – remove reference to Greenway and Caswell pedestrian crossing.**

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- f. In an effort to further support pedestrian mobility for residents within the Elizabeth area, the Petitioner shall ~~install a pedestrian crosswalk at Greenway and Caswell within the existing road section subject to approval by CDOT. In the event the crosswalk is not approved, the Petitioner shall (y)~~ contribute an amount equal to \$40,000 (the "Ped Improvements Contribution Amount") to the City of Charlotte for the purpose of a pedestrian improvement assessment, design and/or construction of sidewalk, and/or other pedestrian connections in the Elizabeth neighborhood. The Ped Improvements Contribution Amount will be delivered to the City prior to issuance of the first certificate of occupancy for the project contemplated by this Rezoning Petition.
- g. The Petitioner shall modify the traffic signal at 5th Street and Hawthorne as set forth in the associated Traffic Impact Study subject to approval by CDOT.

4. ~~The petitioner should revise the site plan to show the driveway further away from Clement avenue—a minimum of 75' from the Clement Avenue.~~
5. ~~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.~~
6. ~~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.~~
7. **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.