

# Rezoning Transportation Analysis

Petition Number: 2017-006

General Location Identifier: 02964110

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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.

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

## Transportation Summary

The petitioner has agreed to implement several necessary transportation improvements near the site, including a warranted traffic signal at Eastfield Rd./Highland Creek Pkwy. intersection, a 150' southbound Eastfield Rd. left turn lane, and enhanced pedestrian improvements prior to the first CO being issued.

The petitioner should revise the site plan to incorporate a new public street right-of-way dedication and access connections to Highland Creek Parkway and parcel no. 02964113 as shown on the prior rezoning (see case 2008-068).

## General Description

The site is located in the northeast quadrant of Eastfield Rd., a major thoroughfare and Highland Creek Parkway, a major collector street. The site is also located within a wedge, outside Route 4, and falls within the Prosperity Hucks Area Plan. The site was previously rezoned in 2008, requiring a *Traffic Impact Study* (petition 2008-068). The existing zoning required off-site transportation improvements, including intersection improvements and a new traffic signal at Eastfield Rd./Highland Creek Pkwy. The site's projected trip generation has been reduced due to the proposed land-use. Eastfield is a state-maintained facility and therefore NCDOT will be involved with the subject petition.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	Tax Record
Entitlement with Current Zoning	Retail	81k sf	8300	RZ 2008-068
	Office	57k sf		
	Daycare	12.5k sf		
	Recreation	18k sf		
Proposed Zoning	Age Restricted Apartments	190 dwellings	655	Site Plan: 10-24-16

## Curbline

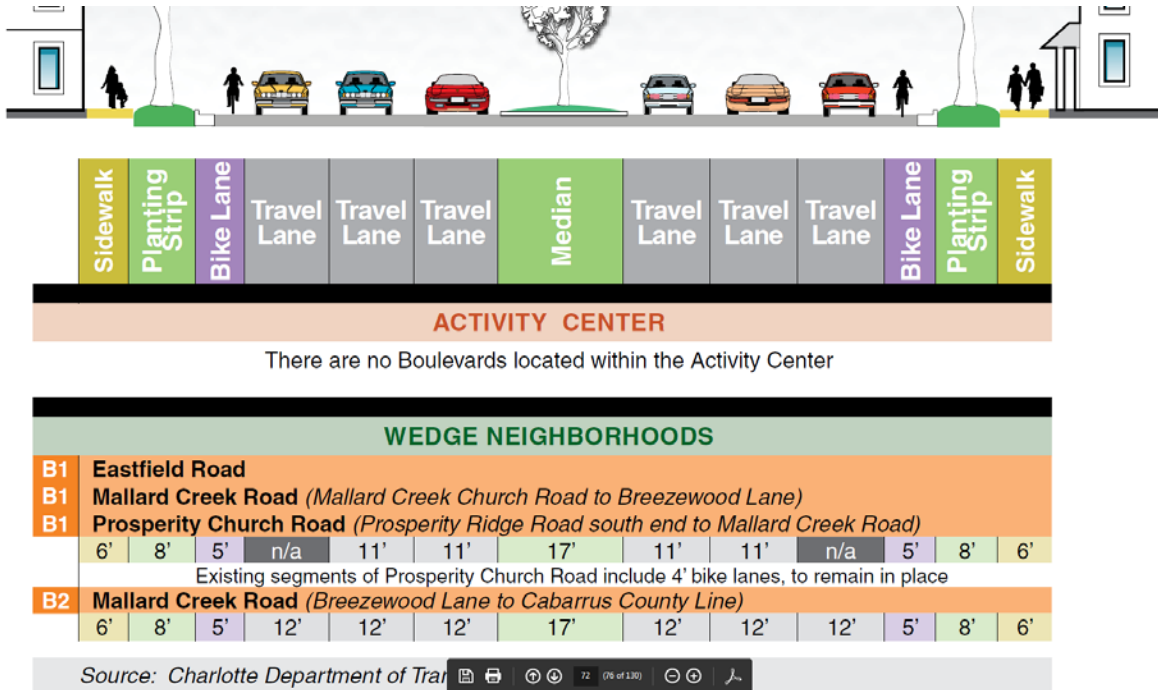
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The proposed zoning district has a setback measured from an existing or proposed future curbline.

- Eastfield Rd.'s proposed back of curb line needs to be located 38' as measured from its existing centerline to accommodate the Boulevard section defined in the area plan (see below). This does not include width that may be needed for turn lane(s). An additional 3' of widening may be needed for a 3' buffer for the bike lane.
- Highland Creek Pkwy's existing curbline can remain as is.



## Resolved Issues

1. The petitioner should revise the site plan and add a conditional transportation note to construct a 150' southbound Eastfield Rd. left turn storage lane with appropriate bay taper length at Highland Creek Pkwy.
2. The petitioner should revise the site plan and add a conditional transportation note that requires the petitioner to enter into a *Developer's Traffic Signal Agreement* with NCDOT to fund for the total cost to implement a wooden pole traffic signal, including pedestrian signalization, curb ramp reconstruction (if needed), and travel lane restriping/signing at the intersection of Eastfield Rd. and Highland Creek Rd./Highland Creek Pkwy.
3. The petitioner should revise the site plan to add a conditional note specifying 54' of right-of-way as measured from Eastfield Rd's existing centerline to be dedicated and fee simple conveyance of all rights-of-way to the City before the site's first building certificate of occupancy is issued. The revised site plan needs to depict and label all existing and proposed right-of-ways along public streets adjacent to the site. Additional right of way may be needed at intersection for turn lane(s).
4. The petitioner should revise the site plan to remove the proposed gate located on the driveway connecting to Highland Creek Pkwy. These gates are too close to the street and could back up onto Highland Creek Pkwy and there is no area to turnaround if gates will not open. Gates will be considered if located on the internal drive aisle and space is provided for turnaround.

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5. 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 or phased per the site's development plan.

## Outstanding Issues

1. **Update 12-21-16:** The petitioner needs to verify if the proposed Eastfield Rd. site driveway will be permitted by NCDOT. The petitioner should revise the site plan to eliminate the proposed driveway connection to Eastfield Rd. This driveway was appropriate for the prior rezoning commercial uses but is not justified for the current proposal. An NCDOT driveway permit would not be required if this driveway is removed.
2. The petitioner should revise the site plan to incorporate a new public street right of way dedication and access connections to Highland Creek Parkway and Parcel no. 02964113 as shown on the prior rezoning (case 2008-068).

## 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.

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## Revision Log

Date	Description	By
11-22-16	First Review	RHG
12-21-16	Second Review	RHG