

Rezoning Transportation Analysis

Petition Number: 2017-086

General Location Identifier: 09713111, 09713112

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Revision Log:

Date	Description
05-19-2017	First Review
06-16-2017	Second Review

General Review Information

The site is on Eastway Dr. and is in a corridor outside Route 4.

The site is within the study limits of the Old Concord Rd Station 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 between major throughfares, railroad tracks, and local streets. The current site plan commits to construction of a portion of a future street parallel to the railroad tracks and future right of way dedication for the remainder of the facility; a temporary trail facility to mimic envisioned Cross Charlotte Trail (south loop), neighborhood bicycle-pedestrian connections, and future right of way dedication for network streets to adjacent property. The pending traffic study, required by NCDOT, will inform further review of appropriate access points and potential traffic mitigations for this regional facility.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	City Park	10 acres	50	Tax Record
Entitlement with Current Zoning	Retail (4.45 acres of B-1)	4,450 SF	7,800	General Guidance from Planning
	Warehouse (31 acres of I-1)	310K SF		
	Apartments (55 acres of R-17MF)	935 dwellings		
Proposed Zoning	Recreation Community Center	150K SF	5,070	Pending Traffic Study

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Outstanding Issues

1. ~~**Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of the future back of curb for the following two streets will be determined prior to public hearing.~~
 - a. ~~General Industrial Rd. Extension~~
 - b. ~~The Plaza Park Entrance Rd.~~
2. ~~**Traffic Study:** A Traffic Impact Study (TIS) is needed to complete CDOT's review of this petition. Therefore additional CDOT/NC DOT transportation comments will be forthcoming once the TIS has been reviewed by CDOT. Please note if a secondary entrance road is provided as requested by CDOT, this street connection will require a NCDOT Driveway Permit, since The Plaza is a state-maintained facility. To date, CDOT has not received the required TIS.~~
3. ~~The petitioner should revise the site plan and conditional note(s) to design and construct the future General Industrial Dr. Extension from Eastway Dr. to the northeast limit of the park's development area as shown on the existing site plan. General Industrial Dr.'s typical street section will be determined by CDOT in coordination with the planned XCT proposed alignment paralleling General Industrial Dr. through the site.~~
4. ~~The petitioner should revise the site plan and conditional note(s) to provide a dedicated public street connection to the Park from The Plaza as a local office/commercial narrow street section with 5' wide bike lanes. Ideally, this new public street would connect to The Plaza at Blendwood Dr. to create a full access intersection, including northbound and southbound Plaza 150' left turn storage lanes with appropriate taper lengths. If adequate intersection sight cannot be achieved at this location the proposed intersection will be restricted to right in/right out traffic movements.~~
5. ~~The petitioner should revise the site plan and conditional note(s) to dedicate (TBD) feet total right-of-way width for the remainder of General Industrial Dr. Extension through the park's northern property line.~~
6. ~~The petitioner should revise the site plan and conditional note(s) to dedicate (TBD) feet of total right-of-way width for the Cross Charlotte Trail (XCT) alignment between the BLE rail right-of-way and General Industrial Dr. through the park property.~~
7. ~~The petitioner should revise the site plan and conditional note(s) to dedicate right-of-way width for the proposed secondary park entrance road connected to The Plaza. Alternatively, the petitioner should add a conditional note indicating that this portion of the parcel would be dedicated upon request for a future connection that serves the park and adjacent parcel(s).~~
8. ~~The petitioner should revise the site plan and conditional note(s) to work with CDOT and EPM CIP team to study the future alignment of General Industrial Dr. through the park property. This study needs to include a possible grade separate vehicular and/or pedestrian/bike connection from CATS Old Concord Rd. BLE Station to the XCT and General Industrial Dr. Extension. Additional right-of-way may be needed to allow for a future multi-modal connection to the Old Concord BLE Station. Since the Park's Feasibility Study estimates 25% of the Park's attendance could arrive by transit, CDOT believes a multi-modal connection from the Old Concord BLE Station to the proposed Eastway Park is very important and is value added to the Park.~~
9. ~~The petitioner should revise the site plan and conditional note(s) to enter into a Traffic Signal Developer Agreement with CDOT to fund a proposed traffic signal with full pedestrian signalization and interconnect cables at the Eastway Dr./General Industrial Dr.Public Street "A" intersection (park's main entrance). The southbound General Industrial Dr.Public Street "A" approach needs to have three (3) travel lanes (one receiving lane, one left turn lane and one thru/right turn lane). The southbound Eastway Blvd. approach left turn storage lane needs to be maximized with an appropriate bay taper length. The final intersection geometrics and travel lane requirements will be determined by the approved TIS.~~

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10. The petitioner should revise the site plan and conditional note(s) to investigate and determine intersection sight distance using *CDOT's Sight Distance Policy* at the intersection of Eastway Blvd./General Industrial Dr. Public Street "A". Adjustments to the intersection grade will be determined in the projects permitting process.
11. ~~The petitioner should revise the site plan and conditional note(s) to provide 12' wide pedestrian/bike connections including upgrading the Eastway Park's entrance features, gates, end of street signage/markings, and etc. from the following local neighborhood residential streets into the Park:~~
 - a. ~~Americana Ave.~~
 - b. ~~Lakecrest Dr.~~
 - c. ~~Highlake Dr.~~
12. ~~The petitioner needs to be aware CDOT/Planning is currently reviewing the XCLT alignment within the Eastway Park's parcel and is subject to change. The final alignment of the XCT may be better located on the Park side of General Industrial Dr. instead of the RR side. Please coordinate with Ms. Vivian Colman with CDOT at 704 336 4275 to address XCLT's concerns and/or questions.~~
13. 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 if feasible.
14. 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.
15. The petitioner should revise the Typical Section Sheet Z2.0 to include 13' planting strips on both sides of Public Road "A". This 13' planting strip will provide space for future 5' wide bike lanes along Public Road "A" if the XCT is not constructed or if XCT's two-way bike lane cannot transition properly within the site at both ends of Pubic Road "A".

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.

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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.