

Rezoning Transportation Analysis

Petition Number: 2017-115

General Location Identifier: 09713115

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Revision Log:

Date	Description
08-15-2017	First Review, KLA
09-14-2017	Second Review, RHG

General Review Information

The site is on Eastway Dr (major thoroughfare) at the unsignalized intersection of Curtiswood (minor collector).

The site is within the limits of the Old Concord Rd Station Area Plan in a corridor outside Route 4.

Local bus route 39 on Eastway and adjacent to rezoning case for Eastway Regional Rec Center (2017-086).

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 on a major thoroughfare at the unsignalized intersection with a minor collector. The current site plan accommodates the envisioned future cross section and streetscape along Eastway Drive to support the Old Concord Station and creates a public street that will help develop a valuable crossing location and local street connection the future Cross Charlotte Trail alignment.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	Retail (4.62 acres of B-2)	69K sf	5,340	General Guidance from Planning
Proposed Zoning	Senior Apartments	150 dwellings	520	Site Plan: 06-23-17
		132 dwellings	450	Site Plan: 09-12-17

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- ~~1. **Curblin**~~ The proposed zoning district has a setback measured from back of the existing or proposed future curblin. The area plan identifies the future curblin 5' behind existing to accommodate a bike

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~~lane. CDOT requests the future back of curb at 8' from existing curbline to accommodate a future buffered bike lane that aligns with the recommendations of the recently adopted Charlotte Bikes Plan.~~

- ~~2. **Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not need for the complete review of this petition.~~
- ~~3. The petitioner should revise the site plan and conditional note to align site access with Curtiswood and provide contribution to pedestrian signal crossing if approved by CDOT and NCDOT.~~
- ~~4. The petitioner should revise the site plan to show a public street connection through the site that stubs to the adjacent parcel (# 09713116) to set up for interconnectivity and cross access with Northpark Mall Drive in the future.~~
- ~~5. The petitioner should revise the site plan and conditional note to provide 8' sidewalk along Eastway per the Old Concord Road Area Plan.~~
6. Technical Correction: 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.
7. For Information: The petitioner should be aware and potentially revise the site plan and conditional note(s) to add a left turn lane from into the site from Eastway. NCDOT has indicated this will be required during permitting review.

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.