

Rezoning Transportation Analysis

Petition Number: 2018-162

General Location Identifier: 08911111

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Revision Log:

Date	Description
01-17-2019	First Review

General Review Information

The site is on W Eastway Drive (local) approximately 300' from the signalized intersection with N Tryon Street (major thoroughfare). The site is located in a corridor outside Route 4 and is within the limits of the Old Concord Rd Transit Station Area Plan and CATS bus route #30, including a near-by bus stop.

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

To be provided prior to public hearing.

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	110K sf	6,420	RZ 1998-117
Proposed Zoning	Apartments	200 dwellings	1,470	Site Plan: 12-11-18

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. West Eastway Dr. existing curbline can remain as is.~~
- ~~2. **Traffic Study:** A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.~~
3. The petitioner shall revise the site plan and conditional note(s) to commit to implement, both an east/west local residential "wide" street section (see CLDSM U-03 and U-03A standard details), and the Cross-Charlotte Trail (see XCLT's typical section and right-of-way requirements below). Both the

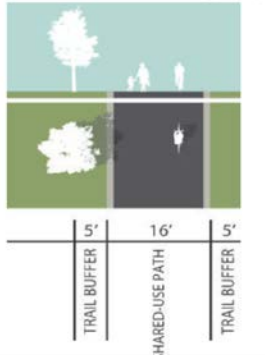
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required east/west street and XCLT should be implemented side-by-side each other along the site's northern property line to minimize site impacts.

Figure 0.1: Primary (left) + S
Trail Cross Sections (typical)



4. The petitioner shall revise the site plan and conditional note(s) to commit to implement an 8' planting strips and 8' sidewalks along the site's adjacent public street frontages. Existing conditional note 5.A. needs to be revised to provide 8' wide public street sidewalks due to the development's land-use density (i.e. over 12du/ac).
5. The petitioner should revise the site plan and conditional note(s) to commit to implement an 8' planting strips and 6' sidewalk on West Eastway Dr. from the site's southern property line to North Tryon St. This sidewalk extension will provide direct pedestrian access to a CATS bus stop shelter located on North Tryon St.
6. The petitioner should revise the site plan and conditional note(s) to dedicate in fee simple 85' to accommodate the proposed new east/west local street and XCT. Please note one 5' XCT buffer and one 8' sidewalk on the new east/west street will be omitted since the two facilities will be implemented side-by-side.
7. The petitioner should revise the site plan to add note(s) 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

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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.