

# Rezoning Transportation Analysis

Petition Number: 2019-055

General Location Identifier: 10304132, 10304127, 10304134

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## Revision Log:

Date	Description
05-16-19	First Review
06-17-19	Second Review

## General Review Information

The site is on Central Avenue (major thoroughfare) and is in a center outside Route 4. The site is within the limits of the Eastland Area Plan.

Active City projects:

- North Ped/Bike Blvd-Independence Area
  - This project will create a multi-modal facility north of and roughly paralleling Independence Boulevard from Morningside Drive to the proposed Campbell Creek Greenway.

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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

This site is located along a Central Avenue (major thoroughfare) adjacent to the former Eastland Mall property. The site plan commits to dedicating additional right-of-way for a future buffered bike lane along Central Ave. The site proposes an 8-foot planting strip and 6-foot sidewalk along the northern private drive providing improved pedestrian network, and better access to transit. To better determine school vehicular queuing, CDOT continues to request the petitioner to provide a vehicular queuing analysis to ensure queuing will not impact the road network.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant building	NA	0	Tax Record
Entitlement with Current Zoning	Retail	35,000 sf	2,940	RZ 1985-038 and Guidance from Planning

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Proposed Zoning	Charter School EDEE	98,000 sf 2,000 sf	1,747	Site Plan: 06-10-19
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## 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 future back of curb location will be determined prior to public hearing, as dictated by the future CityLYNX Gold Line and future 8' buffered bike lane. The existing curb and gutter will remain within this petition's site plan.~~
2. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition. However, a queuing analysis will need to be completed by the petitioner for both AM and PM drop-offs, to determine whether vehicles may overflow into the public right of way. **Petitioner should add a conditional note for a queuing analysis to be completed before or during plan permitting.**
- ~~3. The petitioner should revise the site plan and conditional note(s) to dedicate 53' of future right of way along the site's frontage from the centerline of Central Avenue, to plan for a future 8' buffered bike lane.~~
- ~~4. The petitioner should revise the site plan and conditional note(s) to install the proposed street trees on Central Avenue with respect to the future curblin.~~
- ~~5. The petitioner should revise the site plan and conditional note(s) to commit to connecting the proposed southeastern access to the existing Eastland Mall ring road. This connection will provide access to the signal located at Central Avenue and Bellsouth Drive.~~
- ~~6. The existing streetscape along Central Avenue meets the City's Urban Street Design Standards. The petitioner should update the site plan streetscape notes to reflect this.~~
- ~~7. 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.~~
- ~~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. The setback for this district is measured from the back of the existing or future curblin 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

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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.

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.