

Rezoning Transportation Analysis

Petition Number: 2019-110

General Location Identifier: 14903104

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Revision Log:	Date	Description
	09-16-19	First Review

General Review Information

The site is at the signalized intersection of Central Avenue (major thoroughfare, city maintained) and Hawthorne Avenue (minor thoroughfare, city maintained) and is in a corridor inside Route 4. The site is within the limits of the Plaza Central Pedscape Plan.

Active Projects Near the Site:

- City LYNX Phase 2
 - This project will extend the CityLYNX streetcar system 2.0 miles west from the Charlotte Transportation Center to Johnson C. Smith University and 0.5 miles east from Novant Presbyterian Medical Center to Sunnyside Avenue.
- City LYNX Future Phases
 - The CityLYNX Gold Line Streetcar Project begins at Rosa Parks Transit Center Beatties Ford Road, then runs through Center City via Trade Street and Elizabeth Avenue, and then continues along Hawthorne Lane and Central Avenue to its terminus at the former site of Eastland Mall.
- Sunnyside Sidewalk
 - This project will provide six foot wide sidewalk along the north side of Sunnyside Avenue from Louise Avenue to Hawthorne Lane.

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's frontage on Central Avenue and Hawthorne Avenue features curb and gutter with back-of-curb sidewalk. CATS bus routes #9 and #17 run along Central Avenue with bus stops located within 500' of the site. CDOT will work with the petitioner during permitting to improve the streetscape in accordance with city ordinance to support the urban zoning district requested.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Hi-Turnover Restaurant	11,800 sf	1,320	Tax Record
Entitlement with Current Zoning	Retail Office Mini-Warehouse	17,100 sf 18,100 sf 124,800 sf	2,200	RZ 2016-046
Proposed Zoning	1.24 ac of TOD-CC	Too many uses to determine		General Guidance from Planning

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required. The site plan for public hearing needs to include all the TIS requirements.

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.

- The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
- 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.
- 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.
- 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.
- All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
- Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
- 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.