

Rezoning Transportation Analysis

Petition Number: 2020-124

General Location Identifier: Tax ID (07901504, 07901505)

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Revision Log:

Date	Description
09-14-20	First Review
10-20-20	Second Review

General Review Information

This site is located on Sylvania Avenue (collector, city-maintained) and Dunloe Street (local, city maintained), located in a corridor inside Route 4. This site is within the limits of the North Tryon Area Plan.

Active Projects Near the Site:

- LDC-2018-00278 – General Assembly
 - This land development project will implement a left-turn lane on North Tryon Street into the proposed access for a mixed-use commercial and retail development.
- North Tryon Street Business Corridor
 - This project will provide a safer pedestrian environment by installing traffic calming features, crosswalks, sidewalks, planting strips, decorative lighting, bike lanes, and reducing the number/size of driveway openings.
 - Completion date: 2020
- Tryon Street Gateway
 - This project will create a gateway between Uptown and the North End through streetscape enhancements along North Tryon Street from 11th Street to Dalton Avenue, with aesthetic improvements at the railroad overcrossings such as street trees, landscaping, and lighting.
 - Completion date: TBD

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is 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 on Sylvania Avenue on a collector road. The petitioner will construct two accessible ramps and improve the streetscape along Sylvania Avenue and Dunloe Street. CDOT has coordinated with

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the petitioner to ensure that one-way traffic will circulate in the correct direction, occurring from the higher volume road to provide clear turning movement decisions.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Office	1,450 SF	20	Tax Record
Entitlement with Current Zoning	Warehouse (I-2, .33 Acres)	4,950 SF	55	General Guidance from Planning
Proposed Zoning	Apartments	21 Units	115	Site Plan 10-12-20

Please provide responses to our comments.

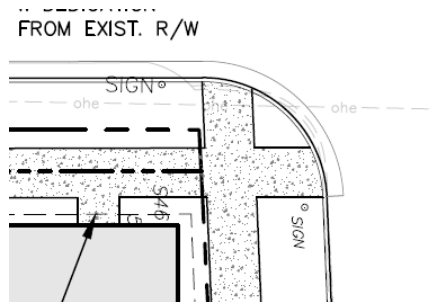
Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- ~~1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.~~
 - ~~a. **Dunloe Street:** The future location of curb and gutter is at its existing location.~~
 - ~~b. **Sylvania Avenue:** The future location of curb and gutter is at its existing location.~~

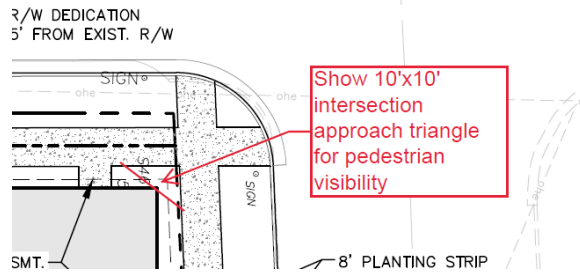
~~Label and dimension the curb and gutter from the centerline for each road.~~

- ~~2. **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.~~
- ~~3. Revise the site plan and conditional note(s) to commit to install two CLDSM and PROWAG standard accessible ramps at the Dunloe Street and Sylvania Avenue intersection location, shown below.~~

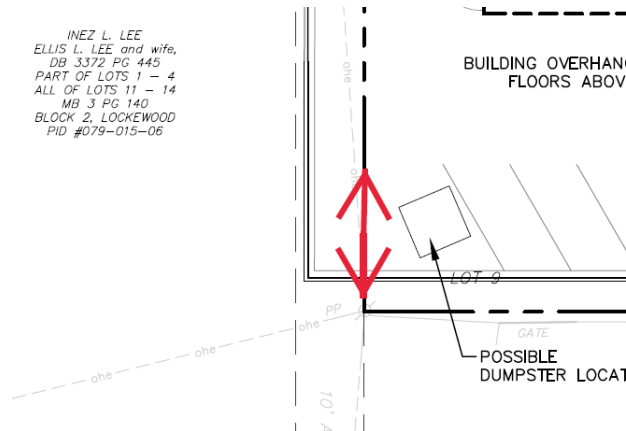


- ~~4. Revise the site plan and conditional note(s) to confirm the proposed building footprint does not encroach within the pedestrian approach intersection sight triangle, in conformance with CDOT's Sight Distance Policy. This triangle is measured from the back of the proposed sidewalk utility easement.~~

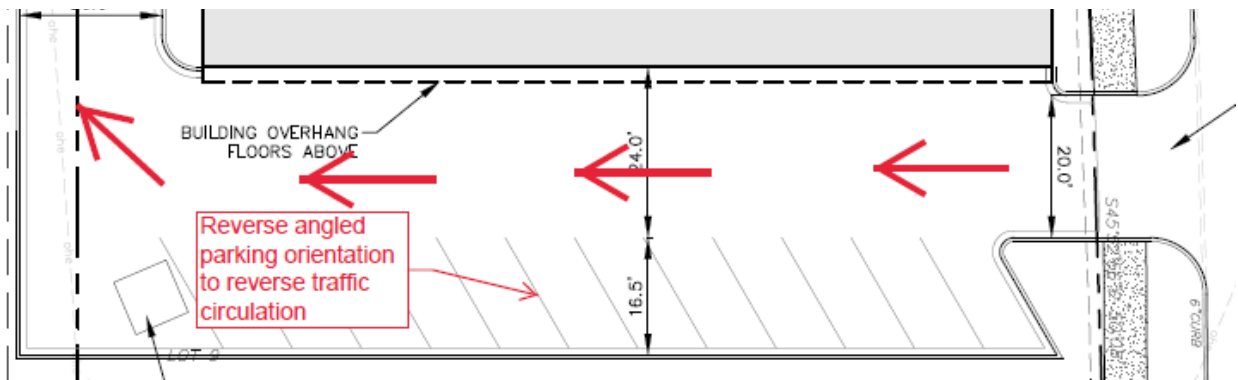
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5. ~~Revise the site plan and conditional note(s) to provide a stub for future cross access within the existing alleyway.~~



6. ~~Revise the site plan and conditional note(s) to reverse the proposed one-way traffic circulation, so the ingress movement occurs from Sylvania Avenue (the higher volume street), and the egress movement occurs onto Dunloe Street. This orientation is preferred as turning movement decisions are made from the higher volume road.~~



7. ~~To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:~~
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>

8. ~~Resolved Sample format for comment that is resolved~~

Advisory Information

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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.