

Rezoning Transportation Analysis

Petition Number: 2020-129

General Location Identifier: 12104301, 12104302, 12104303, 12104304, and 12104319

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Revision Log:	Date	Description
	10-20-2020	First Review (KP)

General Review Information

This site is located at the corner of Tryon Street, a state-maintained major thoroughfare, and Dunavant Street, a city-maintained local street, inside of Route 4. Additionally, this site is located within the South Corridor and inside the limits of the Westside Strategy Plan Study Area, the South End Vision Plan, and the Center City 2020 Vision Plan.

Active Projects Near the Site:

- 2250 Dunavant – LDUTOD-2017-00017
 - This is a mixed-used development that includes (approximately) 29,000 square feet of office, 7,000 square feet of retail, and 264 residential units. This development will provide on-street parking and a pedestrian network along Dunavant Street and Hawkins Street
 - This project is nearing completion.
- South Tryon Corridor Implementation
 - The project will implement pedestrian hybrid beacons, bulb-outs, and pavement markings at various locations along South Tryon Street between Clanton Road and Carson Boulevard.
 - Dunavant/Brookhill Hybrid Beacon currently under construction.
 - Construction: A crosswalk and hybrid beacon are currently being constructed at Dunavant Street and South Tryon Street.
- South End Ped/Bicycle Connector
 - This planning study will determine the cost and feasibility of constructing a new transit station, between Tremont Avenue and Remount Road, and a pedestrian/bicycle crossing within the same area.
 - Construction: TBD; planning to finish end Q1 2020

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.

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Transportation Summary

This site is located at the corner of Tryon Street, a State-maintained, major thoroughfare, and Dunavant Street, a City-maintained local street. This site is requesting a TOD-UC zoning and will be subject to transportation improvements in accordance with the TOD Ordinance and the adopted CDOT Streets Map. CDOT will work with the petitioner during the permitting process to pursue all options to provide additional forms of connectivity that reflect the types of development associated in the TOD-zoned areas.

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse / Industrial	50,905 SF	130	Tax Record
Entitlement with Current Zoning	TOD-NC	Too many uses to determine		General Guidance from Planning
Proposed Zoning	TOD-UC	Too many uses to determine		General Guidance from Planning

Outstanding Issues:

1. **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 2500 daily trips, then a traffic study will be required.

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 curbline 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 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

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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.