

# Rezoning Transportation Analysis

Petition Number: 2020-131

General Location Identifier: Tax ID 08117818

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## Revision Log:

Date	Description
10-26-20	First Review

## General Review Information

The site abuts two City-maintained streets: Central Avenue (major thoroughfare) and Hawthorne Lane (major thoroughfare) inside Route 4. The project is located within the Southeast Corridor in the Transit Oriented Development District.

## Active Projects Near the Site:

- LYNX Silver Line Light Rail
  - 26-mile light rail from Town of Matthews, Uptown Charlotte, to City of Belmont/Gaston County
  - A shared use bicycle/pedestrian path adjacent to this alignment is also being planned as the Silver Line Rail Trail
    - This rezoning site is approximately 0.4 miles from the proposed Pecan Ave station and 0.5 miles from the proposed Central Ave station
  - Currently in Pre-Project Development/Early Scoping, proposed opening in 2030
- LYNX Gold Line – Phase Two – Sunnyside Extension
  - This project will extend the Gold Line street car to a stop at Sunnyside Ave (approximately 350 feet from this rezoning site)
  - Currently under construction – Estimated completion mid 2021
    - A future unfunded phase is proposed to extend further from Sunnyside Ave, crossing Central Ave along Hawthorne Ave and then turning south to Clement Ave to Central Ave where it would run east to Eastland Transit Center
- Cross Charlotte Trail – 7<sup>th</sup> to 10<sup>th</sup> Street
  - This project will close a gap in the Little Sugar Creek Greenway along the I-277/US-74 interchange. A two-way cycle-track will also be constructed across the Central Ave bridge from 7<sup>th</sup> St. to/along Prospect St to Jackson Ave.
  - Currently under construction – Estimated completion late 2021
- New traffic signal at Hawthorne Lane and Sunnyside Avenue – Under Construction – Estimated Completion late 2020
- Sunnyside Avenue Sidewalk – install sidewalk on Sunnyside Ave from Louise Ave to Hawthorne Ln – Under Construction – Estimated Completion early 2020

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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](#)

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[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.*

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Based on our review of the petition, we offer the following information for your consideration.

## Transportation Summary

The site is located on two major thoroughfare roads. Site plan review of ordinance requirements will occur during the land development permitting process since this is a conventional rezoning request. Chapter 19 of the City Code may apply, requiring the developer to provide street improvements for their frontage. Further advisory details are listed below.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Retail	22,134 SF	2,160	<i>Tax Record</i>
Entitlement with Current Zoning	Retail (1.1 acres, B-2)	16,500 SF	1,770	<i>General Guidance from Planning</i>
Proposed Zoning	TOD-CC	Too many uses to determine		<i>General Guidance from Planning</i>

Provide comments to the specified comments below.

## Outstanding Issues

**Strikethrough = Resolved**

### Traffic Study:

A Traffic Impact Study is not necessary for the complete review of this petition as there are too many uses to determine the trips generated by the site. 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. These requirements shall be reflected 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. 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, as per the City of Charlotte's Driveway Regulations.
1. 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 NCDOT-maintained streets) are required for the

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entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall be identified on the site plan.

2. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and NCDOT 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.
3. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
4. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
5. 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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.