

# Rezoning Transportation Analysis

Petition Number: 2017-191

General Location Identifier: 12104406

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Date	Description
01-12-2018	First Review

## General Review Information

The site is at the unsignalized intersection of Hawkins St (local) and Rampart St (local). Local bus routes 16 (South Tryon) and 25 (Clanton-Midtown) are within ¼ mile of the site.

The site is located in a corridor inside Route 4 and is within the limits of the South End Transit Station Area Plan.

Recent CDOT South Tryon Corridor Study identifies Hawkins as a Bike Boulevard and nearby Dunavant as an intersection for a signalized pedestrian crossing.

The City is considering long range options to extend Rampart across the light rail line to connect to South Boulevard and/or a new transit station between Tremont and Remount with bike and pedestrian crossing.

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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.*

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*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 at the unsignalized intersection of two local streets, less than ¼-mile from a major thoroughfare and less than ½-mile from the East/West Blue Line station. The existing curb lines are adequate for the transportation network as envisioned by the South End Transit Station Area Plan. During permitting, CDOT will work with the petitioner to implement the area plan streetscape standards, organize the site's driveways, and replace the existing valley curb along both street frontages. Without a conditional site plan it is uncertain that the project will contribute to the recent South Tryon Corridor Study vision to convert Hawkins to a Bike Boulevard and contribute to a signalized pedestrian crossing at the Dunavant and South Tryon intersection.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse	44,330 sf	160	Tax Record
Entitlement with Current Zoning	Warehouse	44,330 sf	160	Tax Record
Proposed Zoning	2.44 acres of TOD-M	Too many uses to determine		General Guidance from Planning

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**Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.

## 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.
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 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.
2. 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.
3. All proposed commercial driveway connections to a future public street will require a driveway permit to be 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 the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.