

Rezoning Transportation Analysis

Petition Number: 2018-144

General Location Identifier: 12103112

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Revision Log:

Date	Description
12-19-18	First Review
1-23-19	Second Review

General Review Information

The site is on Hawkins Street (local) and is located in a corridor inside Route 4. The site is within the limits of the South End Transit Station Area Plan.

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 is located on a local road and fronts the light rail. The site plan commits to improvements to Hawkins Street by improving the streetscape and building a 16-foot-wide rail trail multi-use path along site's frontage to the light rail. Furthermore, the site plan commits to providing funds for future intersection improvements at Rampart Street and Hawkins Street.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Office	28,329 sf	500	Tax Record
Entitlement with Current Zoning	2.21 acres of MUDD-O	Too many uses to determine		RZ 2000-149
Proposed Zoning	2.21 acres of TOD-M(O)	Too many uses to determine		Site Plan: 01-14-19

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- ~~**Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The existing curb line is in the correct future location.~~

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2. ~~Traffic Study~~ A Transportation Technical Memorandum is necessary for the complete review of this petition. In lieu of the Transportation Technical Memorandum, the petitioner had agreed to provide improvements to the area, specifically:
 - a. ~~Improvements to the intersection of Hawkins Street and Rampart Street. This includes adjusting the curblines at the intersection and building curb ramps in order to improve vehicle-pedestrian interaction.~~
 - b. ~~Fund signal improvement at South Boulevard and Tremont Avenue. This includes adding a flashing left turn signal head.~~The petitioner should revise the site plan and conditional notes to commit to these improvements.
3. The petitioner should revise the site plan and conditional note(s) to show how the proposed access points on Hawkins Street will function.
4. The petitioner should revise the site plan to show a 16 foot wide multi-use path along the light rail line as described under Note 5-c. The site plan does not match the conditional note.
5. The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of all rights of way to the City before the site's first building certificate of occupancy is issued. CDOT requests right of way set at 2' behind back of sidewalk where feasible.
6. The petitioner should revise the site plan to add a note specifying all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.
7. **Resolved** Sample format for comment that is resolved

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. 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.