



# Charlotte Department of Transportation

## Memorandum

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**Date:** November 21, 2011

**To:** Tammie Keplinger  
Charlotte-Mecklenburg Planning Department

**From:** Michael A. Davis, PE *Mike Davis*  
Development Services Division

**Subject:** Rezoning Petition 2012-01: Approximately 3.87 acres located on the northeast corner of N. Davidson Street and East 36th Street

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CDOT has completed a review of the subject petition in order to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte'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. Based on our review of the petition, we offer the following comments.

### Vehicle Trip Generation

This site could generate approximately 3,950 trips per day under the current zoning. Under the proposed zoning the site could generate approximately 3,700 trips per day. This will have a minor impact on the surrounding thoroughfare system.

### We have the following comments regarding apparent conflicts between the proposed rezoning and existing ordinances or policies:

1. Mercury Street is classified a Residential Wide Street (CLDSM U -03A) per the Subdivision Ordinance. We anticipate that this will require the existing valley gutter to be replaced with standard curb and gutter in its appropriate location to accommodate the Residential Wide Street section. Doing so will require the back of the new standard curb and gutter to be recessed into the site 5' from the existing back of gutter.

### CDOT requests the following changes to the rezoning plan:

1. We request that the proposed private street access to E. 36<sup>th</sup> street be removed from the site plan and replaced with a pedestrian plaza similar to the pedestrian plaza shown on the previous rezoning petition (#2008 – 004) for this site.
2. We request raised tree planters or tree wells in lieu of a planting strip along E. 36<sup>th</sup> street.
3. Show how a trash truck will circulate on-site to access the proposed dumpster. As shown on the current site plan dated October 24, 2011, it appears that the dumpster is inaccessible to vehicular traffic.

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' and two 10' x 70' sight triangles 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 North Davidson Street and North Alexander Street will require a driveway permit(s) to be submitted to CDOT 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.

If we can be of further assistance, please advise.

c: R. H. Grochoske  
B. D. Horton  
Rezoning File