

Charlotte Department of Transportation

Memorandum

Date: March 20, 2012

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 12-043: Approximately 4.6 acres located on the north side of NC Music Factory Boulevard Near the intersection of Interstate 277 and North Graham Street.

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.

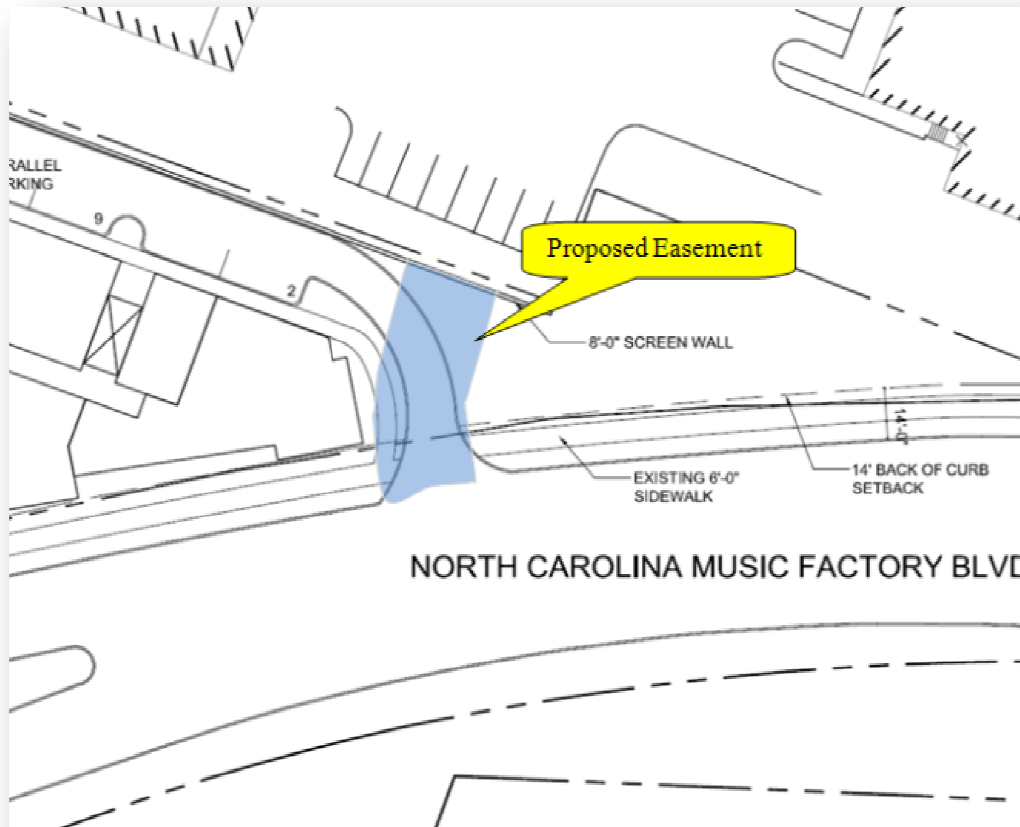
Vehicle Trip Generation

This site could generate approximately 1,100 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 5,400 trips per day. Although this is a significant increase in traffic, we are confident the street improvements completed with the NC Music Factory are adequate to accommodate this traffic based on the 2006 traffic study completed for the Music Factory development. We have requested the petitioner provide a letter to CDOT acknowledging and agreeing that the 2006 study be updated at such time the cumulative development rights along Music Factory Blvd exceed the proposed development rights in the study.

CDOT requests the following changes to the rezoning plan:

1. Right-of-way for the existing Music Factory Blvd has not been platted. We request the petitioner commit to platting this right-of-way concurrent with building permit approval, if not sooner. Additionally, a partial relocation of Music Factory Blvd is proposed as part of a project to grade-separate CSX and Norfolk Southern. This relocation will allow Music Factory Blvd to be preserved as a 4-lane street throughout construction. We recommend the right-of-way for this relocation be dedicated as a condition of the zoning.
2. We cannot support the proposed full-movement access due to limited sight distance from the presence of the I-277 bridge piers. If Music Factory Blvd is relocated, then full-movement access will be possible. The plan should be modified to reflect these conditions.

3. In the future it may be advantageous to create a private street or cross-access to the rear of the property to achieve connectivity to Spratt Street. We request the site plan include a note committing to the dedication of a public easement in the location generally depicted below.



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 proposed driveway connections to NC Music Boulevard will require driveway permits to be submitted to CDOT for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways shown on the site plan are subject to change in order to align with driveways on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
2. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
3. 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,

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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.

FO

If we can be of further assistance, please advise.

c: Louis Mitchell, PE
Scott Cole, PE
Michael Shumsky, PE