Charlotte Department of Transportation
Memorandum

Date: April 29, 2014

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From:

Dennis Rorie, PE
Development Services Division

Subject: Rezoning Petition 14-052: Approx. 6.26 acres located on North Graham Street and generally surrounded by I-85, Reagan Drive, 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
With the array of uses allowed in I-2 and I-1 zoning categories, a wide range of trip generation is possible for either the existing or proposed zoning scenarios.

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

1. The petitioner needs to relocate and/or remove the existing sliding gates at each driveway location (currently located approximately 15' from existing edge of pavement) so that entering vehicles to the site do not maneuver and/or queue into the public street right-of-way per the City's zoning ordinance.

CDOT requests the following changes to the rezoning plan:

1. CDOT requests the petitioner permanently close the site's southern Graham Street driveway and install sidewalk in this area. The site's proposed land use can be adequately serviced by two driveways from each public street. Closing the driveway (near the service station) will reduce vehicle conflict points which will improve traffic operations and safety issues along Graham Street.

2. CDOT requests the petitioner install a back of curb 5' wide sidewalk along the site's Reagan Drive frontage. A pedestrian trail currently exits at this location, due to pedestrians needing to access Graham Street and existing CATS bus stops from the east.

<u>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.</u>

1. 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.

2. The proposed driveway connections to Graham Street and Reagan Drive will require a driveway permit to be submitted to CDOT and the North Carolina Department of Transportation 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 existing driveways 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.

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 items (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 items. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

If we can be of further assistance, please advise.

R. Grochoske

cc: S. Correll
        Rezoning File