

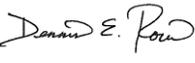


Charlotte Department of Transportation

Memorandum

Date: December 1, 2014

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Dennis E. Rorie, PE 
Development Services Division

Subject: Rezoning Petition 15-009: Approximately 6.98 acres located on the west side of East 36th Street between Cullman Avenue and North Davidson 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 14,400 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 8,700 trips per day.

CDOT requests the following changes to the rezoning plan:

CDOT requests this petition be converted from a conventional rezoning to a conditional rezoning petition for the following reasons;

1. We understand there is a proposed street connection to the west (parallel to the BLE) that was approved on Rezoning Petition #2007-46, and would like to better understand where that street connection will interface with the current petition.
2. A conditional rezoning would depict proposed street connections (i.e. including private driveways) to 36th Street and how to deal with 36th Street being reconstructed within the site's frontage, to go under the BLE and Norfolk-Southern railroad lines.
3. We would like to insure the current petition and the 36th St. BLE station are coordinated from an urban design, and bicycle and pedestrian perspective.
4. Provisions for if and when the AC&W is relocated and what becomes of the former railroad ROW (envisioned to be a rails-to-trails). CDOT would like to work with the petitioner and AC&W to provide an at-grade pedestrian and/or vehicle crossing at East 35th to better access the site and connection to NoDa's activity center.

5. We also understand the current site is under condemnation by the City regarding the construction of the BLE project.
6. Provisions for the Cross-Charlotte Trail



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.

Tammie Keplinger

December 1, 2014

Page 3 of 3

3. Any proposed driveway connection(s) to 36th Street will require 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.
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.

R. Grochoske

cc: S. Correll
Rezoning File