



Charlotte Department of Transportation

Memorandum

Date: April 29, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 15-062: Approximately 20.9 acres located at the intersection of NC Music Factory Boulevard and Hamilton Street generally surrounded by Interstate 77, West Brookshire Freeway, and Seaboard Coast Line Railroad

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 17,200 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 16,000 trips per day.

The petitioner has submitted a Technical Traffic Memorandum (TTM) to CDOT for review. CDOT and the North Carolina Department of Transportation (NCDOT) have reviewed the TTM and provided comments on 4/17/15 to the petitioner's traffic engineering consultant. The consultant will need to address all review comments and propose mitigations which address unsatisfactory drops in vehicular level of service and v/c ratios, and propose improvements for pedestrian and bicycle accommodations at the study intersections.

CDOT requests the following changes to the rezoning plan:

1. CDOT requests the petitioner investigate extending North Carolina Music Factory Boulevard (NCMFB) into the new development area to receive a large portion of vehicular trips to the office and parking areas. By doing this, the intersection of NCMFB and Hamilton Street becomes realigned to a T-intersection configuration. The petitioner should analyze this T-intersection and make recommendations as to the appropriate traffic control device (e.g. stop signs or signal). See Figure 1 below.

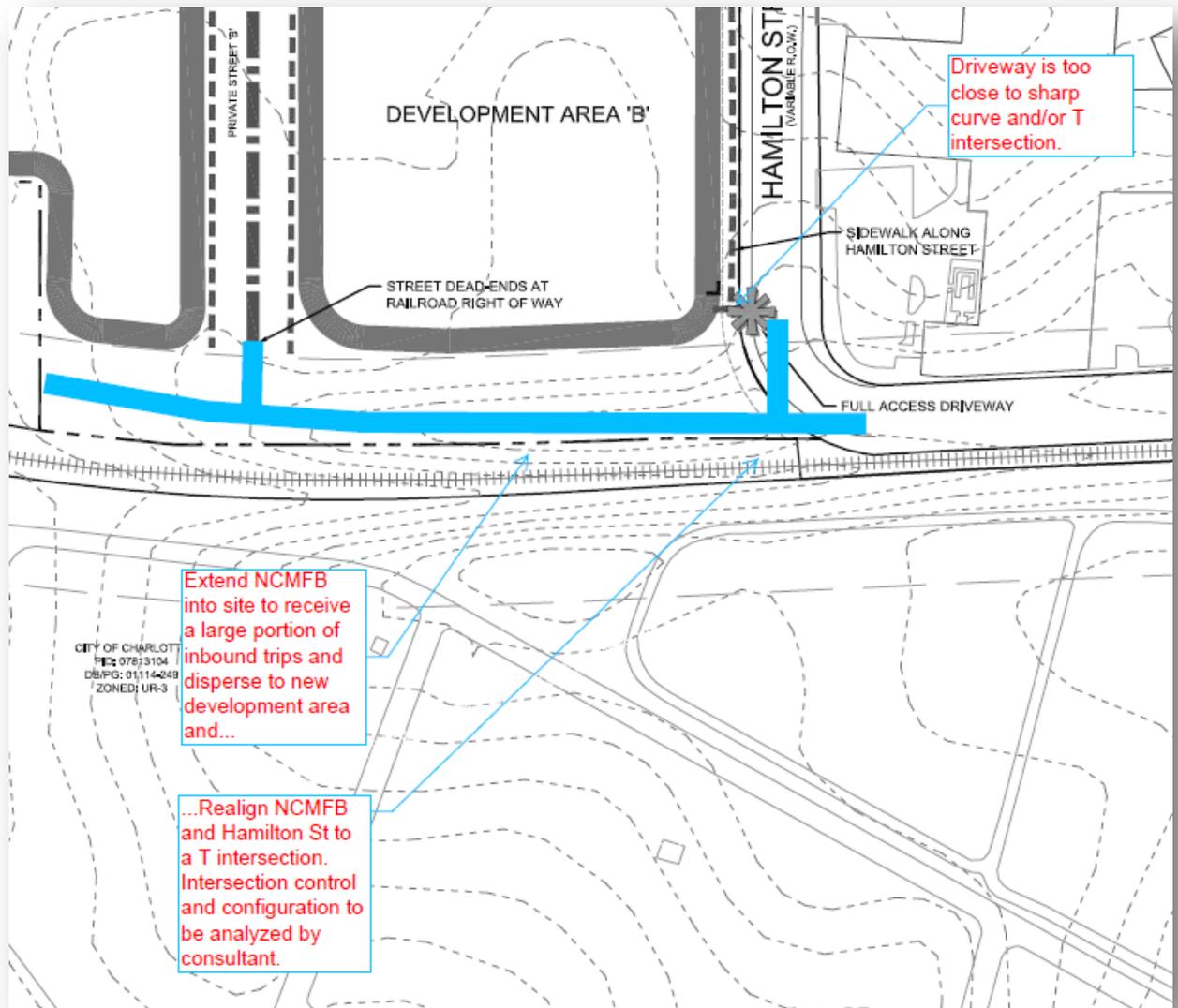


Figure 1

2. CDOT has concerns over the current lane configuration and streetscape elements of Hamilton Street and whether the current 4-lane undivided, tapering down to 2-lanes can process the future trips associated with this development. Also, there are overlapping parallel parking markings for entertainment special events. Overlapping special event traffic and office traffic could cause congestion along Hamilton Street if the parking spaces are occupied. Also, the existing sidewalk widths along Hamilton Street need to be 8' minimum given the character and density of the proposed development. CDOT requests the petitioner analyze the repurposing of Hamilton to the following cross-section: 8' sidewalk, 8' planting strip, 2.5' curb and gutter, 11' through lanes, 12' two-way left-turn lane, 5' parallel parking, 2.5' curb and gutter, 8' planting strip, 8' sidewalk (where possible). This

layout would allow curb extensions at intersections to shorten pedestrian crossing distances. See Figure 2 below.



Figure 2

3. CDOT requests the petitioner show building design and parking deck placement in a manner which encourages pedestrians to cross in logical places; preferably at intersections.
4. CDOT requests the petitioner explore traffic calming measures within the Historic Greenville Community to the north of the site. Due to the sizable change of entitlements to include up to 660,000 square feet of office space, it is foreseeable that a significant portion of the office workers may utilize neighborhood streets on a daily basis to access Statesville Avenue and Oaklawn Avenue.
5. Please note that CDOT Planning and Design staff have indicated that future work on the I-277/I-77 interchange may require the Hamilton Street bridge to be raised. If so, the grade changes will impact the street adjacent to their site. The petitioner may want to consider working with NCDOT, considering any future plans they have for this area and making adjustments to the site plan accordingly.

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. CDOT is concerned with the number and placement of driveways along Hamilton Street. In particular, the full-access driveway nearest the NCMFB and Hamilton Street intersection. CDOT will require that driveways and streets will need to be aligned with existing driveway locations or provide sufficient separation in accordance with the CLDSM and Driveway Manual.
2. The proposed roundabout depicted on the site plan will need to be designed using NCHRP Report 672.
3. 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.
4. Adequate sight triangles must be reserved at the existing/proposed street entrances. Two 35' x 35' sight triangles are required for the entrances to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances. Such items should be identified on the site plan.
5. The proposed driveway connections to Hamilton Street 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.
6. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
7. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
8. 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.

Tammie Keplinger
April 29, 2015
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K. Bryant

cc: S. Correll
Rezoning File