



Charlotte Department of Transportation

Memorandum

Date: July 31, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam *Scott L. Putnam*
Development Services Division

Subject: Rezoning Petition 07-111: Located in the block bounded by North Graham Street, North Smith Street, West 8th Street and West 9th Street

Consistency with Transportation Action Plan (TAP): The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

- Goal 1 of the TAP relies on the Centers, Corridors and Wedges land use strategy to be implemented. This project site is located in a Center and appears to support the Centers, Corridors and Wedges land use strategy.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are identified below that need to be addressed for CDOT's support of the petition and to bring the site plan into compliance with the TAP and best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 4,900 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 6,300 trips per day. This will have a significant impact on the surrounding thoroughfare system, but as it is located in Uptown where there is a dense street network, the impact should be able to be accommodated.

We have the following comment that is critical to CDOT's support of the rezoning petition:

1. No driveways will be permitted to Graham Street. The existing driveway must be removed and replaced with curb, gutter, and sidewalk with the re-development of the site.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 10' x 10' 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.

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The proposed driveway connections to 8th, 9th, and Smith Streets will require driveway permits to be submitted to CDOT for review and approval. The exact driveway locations and 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 driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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 maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT/NCDOT prior to the construction/installation of the non-standard item(s). Contact CDOT/NCDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske
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Rezoning File (2)