



Charlotte Department of Transportation

Memorandum

Date: May 27, 2009

To: Tom Drake & Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE *Rich H. Grubbs for*
Development Services Division

Subject: Rezoning Petition 09-054: Located along North Sharon Amity Road
across from Colwick Road

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 implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Mixed-Use Center. Such areas should include a dense and interconnected street network. Specific comments are provided below to link proposed changes in land use with improved transportation network.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are provided below to bring the petition into compliance with best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 300 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 6,000 trips per day. This has the potential to have a significant impact on the surrounding thoroughfare system.

The conditional plan submitted does not limit use of the site and allows for retail. In determining traffic volume created by the change in zoning CDOT looks at the potential impact based on maximizing the land use related to traffic volume. Therefore, CDOT reserves the right to request a future Traffic Impact Study (TIS) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity based on the land use when a permit is issued for the site. The preparer of the TIS must contact James Shapard (704-432-5728) of the Charlotte Department of Transportation (CDOT) prior to beginning the TIS to determine the study requirements.

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

1. The existing parking appears to have limited circulation in the rear of the building and on the east side of the building. The four parking spaces located along the rear of the building

need to be removed from the plan set. In addition, the parking spaces on the east side of the building need to be removed from the plan as well.

2. The existing driveway located on the east side of the building does not meet current *Charlotte Land Development Standards*. The existing width does not support two-way traffic flow; therefore this driveway will need to be signed as one-way towards North Sharon Amity Road. The current standard width for a one-way drive aisle is 20-feet, primarily for emergency fire access. The current driveway appears to be approximately 13 feet in width. CDOT would support this access point if the driveway is converted and signed as one-way. CDOT advises the petitioner consult with the Charlotte Fire Department on this particular driveway width. Please dimension all driveways on the site plan.

In addition to the comments above, CDOT requests the following changes to the rezoning plan:

1. North Sharon Amity is a major thoroughfare requiring a minimum of 100 feet of right-of-way measured 50 feet from the centerline. We request that the petitioner convey right-of-way in fee simple title to meet this requirement.
2. The zoning plan indicates a building square footage of 22,775 square feet. The building shown on the site plan is noted to be one-story and measures 100-feet by 125-feet. POLARIS records show the building to have approximately 14,000 square feet of heated area. The site plan needs to be updated to reflect the correct square footage of the building.

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. North Sharon Amity is currently a median divided road in the location of the western driveway shown on the site plan. The median needs to be added to the site plan. Based on the proposed use CDOT reserves the right to require the petitioner to shorten or lengthen the median if deemed necessary based on an increase in traffic volume at this location due to the change in use of this property.
2. Adequate sight triangles must be reserved at the existing/proposed street entrances. 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.
3. If there is a change in use of the site the proposed driveway connections to North Sharon Amity Road will require a driveway permits to be submitted to CDOT based on Section II paragraph C, of the *Driveway Regulations* for the City of Charlotte. 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.

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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 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.

- c: R. H. Grochoske (via email)
J. Shapard – Review Engineer (via email)
B. D. Horton (via email)
A. Christenbury (via email)
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Rezoning File