



Charlotte Department of Transportation

Memorandum

Date: December 1, 2009

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

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

Subject: Rezoning Petition 10-011: Located on the south side of Dixie River Road
and north of Steele Creek 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 Wedge. Such areas should include an interconnected network of thoroughfares and local streets. 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 5,310 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 13,150 trips per day. This will have a significant impact on the surrounding thoroughfare system. Therefore, we request that the developer submit a Traffic Impact Study (TIS) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity. CDOT contacted the petitioner on November 4, 2009 to confirm this requirement. Additional comments and any requested transportation improvements will follow our review of the TIS.

Based on the schedule for TIS submittals adopted by the Planning Commission and the date the petitioner submitted the TIS, this petition should not go to City Council for public hearing until April. Given this, it is our understanding that the petitioner has agreed to a February public hearing date.

CDOT requests the following changes/clarifications to the rezoning plan:

1. The plan indicates up to 620,000 square feet on Parcel C, which could include retail, office, and other uses. The allocated square footage needs to be clarified due to a substantial difference in trip generation among the allowed uses. The TIS needs to be consistent with the development proposed in the notes.

2. Road typical section AA should show on-street parking located on both sides of the proposed public street, reflecting an Office/Commercial Street – Wide section. Although storefronts are only shown on one side of the street, patrons may arrive from either direction, park, then cross a local street from an on-street parking space to the destination.
3. We request the proposed sidewalks along private streets be a minimum of 6 feet, separated from the curb by an 8-foot planting strip on each side of the street.

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. 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 connection(s) to New Dixie River Road and Dixie River Road will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation 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. The locations of the driveway(s) 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.
3. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
4. 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.

Anticipated Comments by NCDOT

1. Since access is proposed to an NCDOT-maintained roadway, they may also require a left-turn lane as part of their driveway permit approval process. They may have additional or different requirements for their approval than what is identified in this rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.

Tom Drake & Tammie Keplinger

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If we can be of further assistance, please advise.

c: R. H. Grochoske (via email)
J. A. Carroll – Review Engineer (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E. D. McDonald (via email)
T. Votaw (via email)
Rezoning File