




Charlotte Department of Transportation

Memorandum

Date: August 26, 2010

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

From: Michael A. Davis *PE*  for
Development Services Division

Subject: Rezoning Petition 10-056: Located near Barclay Downs bounded by
Carnegie Boulevard and Congress Street
(*revised 8/1/10*)

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 Activity Center. Such areas should include a dense and 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 7,150 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 9,750 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. The scoping document was approved on August 23, 2010 to confirm this requirement. Please note the mutually agreed upon traffic mitigation package associated with the TIS needs to be completed no later than five (5) business days before this petition is brought before the Zoning Committee for their recommendation.

Additional CDOT comments and any required transportation improvements will follow our review of the TIS.

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

1. The street alignment at the intersection of Carnegie Boulevard and Assembly Street needs to be modified to eliminate the offset of the proposed intersection. The minimum intersection separation for a collector street is 200 feet per the standards of street design in the Land Development Standards Manual. CDOT recommends the new northern extension of Assembly Street align with southern approach.

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

1. Note number 2 on the conditional site plan stating the option of allowing maneuvering within the public right-of-way or on adjacent parcels needs to be removed.
2. The internal street system may be comprised of private streets as stated in note number 7; however they will need to be built to public street standards and meet the minimum requirements of the *Urban Street Design Guidelines*. References to cross-sections should also be removed to eliminate conflicting conditional notes.

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. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
2. 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. 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