



Charlotte Department of Transportation

Memorandum

Date: June 15, 2011

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 11-046: Approximately 3.2 acres located along
Central Ave and bound by The Plaza,
McClintock Rd and Nandina Street

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 3,165 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 4,330 trips per day. This will have a minor impact on the surrounding thoroughfare system.

The petitioner was asked to prepare a Technical Transportation Memorandum (TTM) to address CDOT's traffic concerns associated with this petition. A draft TTM was submitted to CDOT on June 13th. The petitioner needs to submit the final signed and sealed TTM for CDOT's review and approval. CDOT may have additional traffic comments after the final document is submitted.

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

1. A minimum 5 foot internal sidewalk connection needs to be provided and added to the revised site plan between the building's primary parking lot entrance and Nandina Street.

CDOT requests the following changes to the rezoning plan:

1. CATS existing bus stop needs to be relocated and bus waiting pad needs to be provided between the curb and sidewalk along Central Avenue (between the proposed recessed on-street parking and Nandina Street) to minimize conflicts with stopped busses and the site's Central Avenue driveway. Please coordinate with Ms. Tina Votaw with CATS.
2. Remove the planned mid-block curb bump-out on The Plaza's eastside to create additional on-street parking and extend the proposed curb bump-out near Central Avenue to be

approximately 40 feet from the stop bar so that the proposed recessed on-street parking operations do not conflict with the existing traffic signal operation.

3. Remove the internal recessed parking/loading zone adjacent to the building and closest to Central Avenue to enhance traffic operations along the site's primary Central Avenue driveway throat.
4. The petitioner needs to indicate proposed service truck routes and their turning movements to enter/exit the site's loading dock area. Proposed on-street parking as shown on the City's Commonwealth and The Plaza Streetscape Project (i.e. on the south side of McClintock Road shall not be affected). The petitioner needs to continue coordination with the City's Streetscape Project Manager (Tom Sorrentino at 704-366-3934) after the rezoning process and during the design and site construction phases.
5. The petitioner needs to be responsible and implement the following transportation improvements to be completed before issuance of the building certificate of occupancy:
 - Extend the westbound left-turn on Central Ave. at The Plaza as far as possible to create additional left turn storage. The petitioner and CDOT shall work together during the construction permitting process to determine the best solution in providing westbound lefts into the site's Central Avenue driveway.
 - Construct all streetscape improvements around the site's perimeter (development block), including all curb bump-outs and recessed parallel parking spaces along The Plaza and Central Avenue.
 - Implement a 60 feet southbound left-turn lane on The Plaza to McClintock Road

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 Central Avenue, Nandina Street and McClintock Road will require a driveway permit(s) to be submitted to CDOT 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.

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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.

If we can be of further assistance, please advise.

c: R. H. Grochoske
B. D. Horton
T. Sorrentino
T. Votaw
Rezoning File