



Charlotte Department of Transportation

Memorandum

Date: October 24, 2011

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 2011-78: Approximately 0.91 acres located on the southwest corner of Central Avenue and Westover 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 1,628 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,953 trips per day. This will have a minor impact on the surrounding thoroughfare system.

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

1. We understand that the proposed zoning district may change from B – 1(CD) to Neighborhood Services (NS), in which case the plan should show an 8 foot planting street and 6 foot sidewalk along Central Avenue and Westover Street. If this change does not occur, it appears there is a zoning nonconformity with respect to maneuvering in the setback.

CDOT requests the following changes to the rezoning plan:

1. The proposed site plan submitted September 23, 2011 does not appear to be drawn to scale. We request the revised site plan be drawn to scale with the scale shown on the revised site plan.
2. The 80' right of way line shown on the proposed site plan does not appear to be shown in the correct location.
3. Central Avenue is classified as a major thoroughfare by the MUMPO Thoroughfare Plan, which requires 80 feet of total right – of – way. As such, we request the petitioner dedicate

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10 feet of right – of – way measured from the existing right – of – way line on Central Avenue into their site.

4. The southernmost driveway on Westover Street should be closed. The remaining driveway on Westover Street should be shifted north so that the driveway alignment does not conflict with the proposed parking spaces.

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. The proposed driveway connections will require driveway permits to be submitted for CDOT's review and approval. 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. The southernmost driveway on Westover Street needs to be closed. The proposed driveway connection(s) to Central Ave. 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. The southernmost driveway on Westover Street needs to be closed.
2. 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.
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.

If we can be of further assistance, please advise.

c: R. H. Grochoske
B. D. Horton
Rezoning File

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