

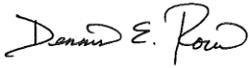


Charlotte Department of Transportation

Memorandum

Date: February 28, 2013

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: 
Dennis E. Rorie, PE
Development Services Division

Subject: Rezoning Petition **13-031:** Approximately 6.05 acres located on the north side of Samuel St. between Newland Rd and Statesville Ave. near the intersection of I-77 and Atando Ave.

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 750 trips per day as currently zoned. The subject petition does not provide enough information to provide trip generation estimates. In particular, Development Area 1 on the sheet SP001 shows multiple development scenarios which include either multi – family, single – family, or senior housing proposed land uses. We ask the petitioner specify a specific density for each land use scenario in order for us to provide accurate trip generation estimates.

However, after meeting with the petitioner on February 26, 2013, we are requesting the petitioner revise the previous Traffic Impact Analysis (TIA) that was approved July 11, 2008 for the overall Double – Oaks redevelopment project. The purpose of this request is to properly coordinate any required transportation mitigations with the current development scenario. We will provide comments in subsequent memoranda after the revised TIA has been submitted and reviewed.

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

1. The required streetscape adjacent to multifamily of the proposed density includes an 8-foot sidewalk and 8-foot planting strip.

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 entrances. Two 35' x 35' and two 10' x 70' sight triangles are required for the entrances 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 connections to Samuel Street and Newland Road will require driveway permits to be submitted to CDOT for 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.
3. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
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.

F. Obregon

cc: S. Correll
F. Burton
Rezoning File