



Charlotte Department of Transportation

Memorandum

Date: June 27, 2014

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: 
Dennis E. Rorie, PE
Development Services Division

Subject: Rezoning Petition 14-054: Approximately 2.28 acres located on the northeast corner at the intersection of North Sharon Amity Road and Central Avenue.

CDOT has previously commented on the subject petition in our memorandum to you dated May 29, 2014.

Vehicle Trip Generation

This site could generate approximately 2,100 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 5,200 trips per day.

Based on the increase in the trip generation we are requesting the petitioner provide a Transportation Technical Memorandum (TTM) to evaluate the traffic impacts associated with the proposed development. We request the petitioner provide the TTM to CDOT by June 30th in order to provide comments to you by the July 21st public hearing. We are currently not in receipt of this TTM.

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

1. We understand the petitioner has been working with the Planning Department on site design elements that may involve relocating the proposed pump islands to the rear of the site. The current site plan shown on RZ-2 does not appear to reflect the urban design components noted in the petitioner's dialogue with the Planning Department.

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

1. We request the petitioner remove the proposed driveway to North Sharon Amity and allow all access from Sharon Amity to get served from the existing private drive.
2. We request the petitioner shift the proposed driveway on Central Avenue 50' north of its current location.

3. We request the petitioner revise note “d” under the Streetscape, Buffers, and Landscaping notes section of the Development Standards to specify that any proposed decorative wall will be located outside of the public right-of-way, and not interfere with any required sight triangles as determined by CDOT.
4. We request the petitioner revise note “e” under the Streetscape, Buffers, and Landscaping notes section of the Development Standards to the following:
 - a. *“The petitioner will provide at the intersection of North Sharon Amity and Central Avenue an area for the construction of a community identification sign that creates a focal point and identity marker for the area. The petitioner will work with Eastside Residents on the design of the proposed identification sign. The proposed identification sign will be located outside of the public right-of-way and not within any required sight triangles as determined by CDOT.”*
5. We request the petitioner provide a conceptual drawing/schematic that represents the “Alternative Design” noted in the “Miscellaneous: Alternative Design” section located on sheet RZ-2.

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 petitioner needs to remove the proposed driveway to North Sharon Amity from the site plan. Direct access to the site will not be permitted via North Sharon Amity.
2. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte.
3. Adequate sight triangles must be reserved at the existing private drive entrance. Two 35' x 35' 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.
4. The existing and proposed driveway connections to North Sharon Amity Road and Central Avenue 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.

Tammie Keplinger

June 27, 2014

Page 3 of 3

5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.Leonard

cc: S. Correll
Rezoning File