

Charlotte Department of Transportation

Memorandum

Date: December 21, 2012

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 13-022: Approximately 0.8172 acres located on the west side of South Summit Avenue near the intersection of West Morehead Street and South Summit Avenue.

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 40 trips per day as currently zoned if developed as four single – family houses. Under the proposed zoning the site could generate approximately 235 trips per day. This will have a minor impact on the surrounding thoroughfare system.

CDOT requests the following changes to the rezoning plan:

1. The existing site plans intends to use an existing 22.5' driveway to serve the future multifamily development; however 26' is the minimum driveway width to accommodate two – way traffic for the type of driveway shown on sheet Z101. As such, the petitioner needs to provide a 26' driveway (paved through the setback) for the subject petition. Otherwise, the petitioner has the option to provide a driveway that matches the existing driveway width, provided it meets the driveway radii dimension of Charlotte Land Development Standards Manual (CLDSM) detail 10.25E.
2. The existing curb cut along Summit Avenue that does not provide access to the 15' alley needs to be called out as "To be closed during the driveway permit process". Site access will not be permitted via the subject driveway.
3. We request that the specific sidewalk and planting strip dimension and location identified in Optional note 5a be explicitly stated on subsequent site plans. Additionally, we ask that the petitioner add the proposed sidewalk and planting strip along South Summit Avenue to future site plans.

4. Please provide the turning movements/circulation path for both a trash and fire truck. Based on the current site plan layout, it does not appear that a trash truck can turn around on-site and would be forced to back out onto Summit Avenue.
5. We ask the petitioner to upgrade the cross section of the existing 15' alley so that it is consistent with the residential alley shown in CLDSM construction detail 11.19C.

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. 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.
2. The proposed driveway connection South Summit Avenue will require a driveway permit to be submitted to CDOT for review and approval. The exact driveway location and type/width of the driveway will be determined by CDOT during the driveway permit process. The location of the driveway shown on the site plan is 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.

D. Rorie

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