

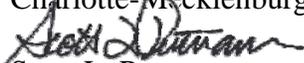


Charlotte Department of Transportation

Memorandum

Date: December 19, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-033: Located on the west side of Park Road
between Heather Lane and Drexel Place

Consistency with Transportation Action Plan (TAP): The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

- Goal 1 of the TAP relies on the Centers, Corridors and Wedges land use strategy to be implemented. This project site is located in a Center and appears to support the Centers, Corridors and Wedges land use strategy as increased commercial activity in a Center.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are identified below that need to be addressed for CDOT's support of the petition and to bring the site plan into compliance with the TAP and best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 360 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,080 trips per day. This will have a minor impact on the surrounding thoroughfare system.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. A flag note on the plan indicates a proposed right-of-way on Park Road and refers to Note 10. The General Notes only include 8 notes. We request that the proposed right-of-way line be revised to include the entire planting strip and that the petitioner convey this right-of-way in fee simple to the City.
2. The existing right-of-way along Heather Lane to the west of the site is 60 feet and along the site's frontage is 50 feet. We request that the petitioner dedicate and convey in fee simple an additional 5 feet of right-of-way on Heather Lane and a 30-foot radius at the Heather Lane/Park Road intersection. This will help to provide a consistent right-of-way width along Heather Lane.

3. All existing driveways need to be replaced with 2.5-foot standard curb and gutter and sidewalk. This needs to be noted on the conditional site plan.
4. The driveways to the site are required to be Type II-Modified (ramp type) that provide for the sidewalk grade to be maintained through the driveway.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

Park Road is a commercial major thoroughfare (inside Route 4) requiring a minimum of 80 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 40 feet from the centerline of the roadway.

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.

All proposed commercial driveway connections to a future public street will require a driveway permit 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.

Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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.

To facilitate building permit/driveway permit review and approval, the site plan must be revised to include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II Modified driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske (via email)
M.A. Cook – Review Engineer (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E.D. McDonald (via email)
Pacific Southern Development, LLC/Scott Mehler (via email)
Stewart Engineering, Inc/Teresa Hawkins (via email)
Rezoning File