



Charlotte Department of Transportation

Memorandum

Date: January 25, 2008

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-039: Located on the southeast corner of Providence Road and Alexander Road

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 Wedge and appears to support the Centers, Corridors and Wedges land use strategy as limited development in a Wedge.
- 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 40 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 40 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. The petitioner needs to replace existing sub-standard sidewalks along Alexander and Providence Roads with 6-foot sidewalks and 8-foot planting strips, as well as directional ramps (two per corner) at the intersection of Alexander and Providence Roads.
2. The petitioner needs to eliminate the driveway closest to Providence Road, retaining only one driveway on Alexander Road. This driveway needs to be as close to the east property line as possible.

3. The Development Conditions need to include a note prohibiting access to Providence Road. CDOT and the NCDOT will not permit driveway access onto Providence Road for this site.

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

Alexander Road is a minor thoroughfare requiring more than the minimum 70 feet of right of way in order to include the entire planting strip within the right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement.

Adequate sight triangles must be reserved at the proposed street entrances. Two 35' x 35' sight triangles are required for the entrance to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance. Such items should be identified on the site plan.

The proposed driveway connection to Alexander Road will require a driveway permit 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 location of the driveway shown on the site plan is subject to change in order to 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.
- Directional wheelchair ramps (two per corner) should be provided at all intersections of public and private streets.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske (via email)
S. L.Habina – Review Engineer (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E. D. McDonald (via email)
Mecklenburg County Real Estate/Bryan Turner (via email)
Charlotte-Mecklenburg Historic Landmarks/Dan Morrill (via email)
NCDOT/Louis Mitchell (via email)
NCDOT/Scott Cole (via email)
Rezoning File