

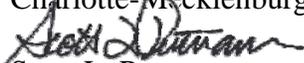


Charlotte Department of Transportation

Memorandum

Date: January 25, 2008

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-042: Located between West Tyvola Road,
Yorkmont Road and Billy Graham Parkway

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.
- 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

Given that there is not an increase in the development right of the site, CDOT feels that there should only be minor impacts to the transportation system resulting from this rezoning.

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

1. The site plan needs to provide an internal system of 5-foot or wider sidewalks that connect building entrances to sidewalks along Yorkmont Road and the existing sidewalk on Yorkmont Road needs to be extended to the Billy Graham Parkway controlled access fence.
2. The NCDOT State Route or Highway number needs to be labeled for each Billy Graham Parkway and for Yorkmont Road.

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

Billy Graham Parkway is a Class II thoroughfare requiring a minimum of 200 feet of right-of-way. If it does not already exist, the developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 100 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.

The proposed driveway connection(s) to Yorkmont Road will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation 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 or NCDOT maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT or NCDOT prior to the construction/installation of the non-standard item(s). Contact CDOT and NCDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

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

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.

Keith MacVean
January 25, 2008
Page 3 of 3

If we can be of further assistance, please advise.
SLP

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Rezoning File