



Charlotte Department of Transportation

Memorandum

Date: March 28, 2008

To: Tammie Keplinger & Tom Drake
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-067: Located on the east side of Colwick Road
between Chiswick Road and Greenwich 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 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

This site could generate approximately 250 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,500 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. According to the adopted Urban Street Design Guidelines (USDG), the preferred/typical block spacing in designated Centers is 500 feet. The current intersection spacing on Colwick Road between Chiswick Road and Greenwich Road is approximately 800 feet. Although we do not believe that a new public street is needed at this particular location to provide better vehicular connectivity, we do think that a pedestrian/bike path connection is needed to provide better access to Cotswold Elementary School for students accessing the school from North Sharon Amity Road. This pedestrian/bicycle connection would help to separate students/bicyclists from the only vehicular entrance to the school via Greenwich Road. We request that the petitioner/developer contact CMS concerning the connection, provide a 10-

foot easement, and construct a 10-foot concrete pedestrian/bicycle path to Cotswold Elementary School at a location that is mutually acceptable.

2. The setback in the MUDD zoning district is measured from the back of either an existing or proposed curbline. The setback on Colwick Road is to be measured from the back of a future curbline, measured 20.5 feet from the centerline of the roadway.

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. We request that recessed on-street parking be provided on Colwick Road.

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

The proposed driveway connections to Colwick Road and the new public street will require driveway permits to be submitted to CDOT for review and approval. The exact driveway locations and width of the driveways will be determined by CDOT during the MUDD review process. The locations of the driveways 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 with 8-foot radii.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.

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- Include a parking summary with figures for the numbers of parking spaces required and provided.

If we can be of further assistance, please advise.

SLP

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Rezoning File