



# Charlotte Department of Transportation

## Memorandum

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**Date:** March 28, 2008

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

**From:**   
Scott L. Putnam  
Development Services Division

**Subject:** Rezoning Petition 08-074: Located on the north side of Hickory Grove Road between Dogwood Place and Lawrence Orr Road

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**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.
- 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 200 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 300 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. As it is shown on the plan, unless the waste collection vehicle is side-loaded, the dumpster cannot be easily accessed. The dumpster location needs to be based on the type of waste collection pick-up/delivery system. A location/design that accommodates both a front and side-loading system is desirable for maximum flexibility. The dumpster location and maneuvering path for the waste collection vehicle needs to be shown on the site plan.
2. The proximity of the internal driveway from the site to the main entrance driveway and adjacent aisle intersection cannot be approved as shown because it does not facilitate safe circulation. This location needs to be moved or consolidated with the access to the north.

3. The site plan does not show a book drop for the library. If the library will be using a stand-alone drop box, the location needs to be shown on the plan. The drop box cannot affect parked vehicles or impede traffic flow through the site.
4. The existing shopping center sign needs to be shown on the plan. It appears that the location of this sign may impact the proposed parking.

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. The site plan needs to extend the existing internal sidewalk shown adjacent to the parking lot nearest the primary entrance to the existing sidewalk along Hickory Grove Road, which is also a bus route.

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

Hickory Grove Road is a minor thoroughfare requiring a minimum of 70 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 35 feet from the centerline of the roadway.

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

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:

- All City of Charlotte Land Development Standards (latest revision) will apply.
- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II-Modified driveways.

Tammie Keplinger & Tom Drake

March 28, 2008

Page 3 of 3

- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- 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

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Rezoning File