

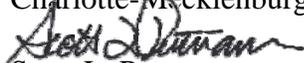


Charlotte Department of Transportation

Memorandum

Date: May 30, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-077: Located between North Wendover Road and Billingsley Road at Cascade Circle (revised 5/19/08)

We previously commented on this petition in our March 24, 2008 memorandum to you.

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

The revised site plan includes additional properties and an increased development proposal resulting in a change in the trip generation amounts previously reported. The site could generate approximately 1,600 trips per day as currently zoned and approximately 2,200 trips per day under the proposed zoning. 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 revised site plan shows an increased development proposal and area. Our previous site plan comments remain applicable for both the original site and the properties added to the petition.

2. CDOT will support only one connection (street or driveway) to Wendover Road to provide access to the site. This access needs to be a public street in the location of the driveway shown at elevation +706 and connect Wendover Road with Billingsley Road. This results in a block spacing of between 400-500 feet with respect to Ellington Street (existing) and the existing Type III-street type entrance to the adjacent property to the west. This is consistent with the City's *Driveway Regulations* and *Urban Street Design Guidelines (USDG)* for this location. Other proposed streets and driveways need to be deleted from the site plan. *(previous review comment)*
3. The public street described above needs to be designed as a Local Commercial Street with planting strips/sidewalks on both sides of the street. The Local Commercial Street (USDG) has a minimum back-of-curb/back-of-curb width of 25 feet for a mixed vehicle zone (if no dedicated on-street parking), 8-foot planting strips, and 5-foot sidewalks. For recessed parallel parking, add 14 feet to the street cross section. *(previous review comment)*
4. We can support the extension of proposed Street C (public or private) to connect internally with the public street described above.
5. Due to the size of the development and the expected traffic volumes, driveways on the public street described in comment 2 will not be approved within 100 feet of Wendover Road (measured from the corner radius curb return). The site plan needs to be revised accordingly.
6. CDOT will support parallel parking on the proposed public streets. We do not support the use of angled parking because it creates a wider street/setbacks.
7. Wendover Road is a major thoroughfare requiring a minimum of 100 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 50 feet from the centerline of the roadway.
8. North Wendover Road is a state maintained road. The NCDOT may require a left and/or right-turn lane at the connection to North Wendover Road whether it is a new public street or a new driveway connection. The petitioner may contact Louis Mitchell, NCDOT District Engineer at 704.596.6900 to determine whether turns lanes will be required.

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. Shared parking and thus shared vehicle access points to parking areas is recommended to provide consistent and safe vehicular movement through the site.

Tammie Keplinger & Tom Drake

May 30, 2008

Page 3 of 3

If we can be of further assistance, please advise.

SLP/slh

c: R. H. Grochoske (via email)
S. L. Habina – Review Engineering (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E. D. McDonald (via email)
Lincoln Harris (via email)
King & Spalding, LLP/Jeff Brown(via email)
NCDOT/Louis Mitchell (via email)
NCDOT/Scott Cole (via email)
Rezoning File