

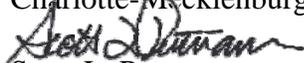


Charlotte Department of Transportation

Memorandum

Date: March 24, 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

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 1,260 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,300 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. CDOT will support the abandonment of Cascade Circle as shown on the site plan provided that a new public street is constructed by the petitioner between Billingsley and North Wendover Roads. This new public street can be in the same location as the proposed internal driveway but needs to be redesigned as a Local Commercial Street with fewer driveway access points and 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.

2. 8-foot planting strips and 6-foot sidewalks are required along the site's frontages on both Billingsley and North Wendover Roads. For North Wendover Road these improvements need to be measured from the future back-of-curb.
3. The required 6-foot sidewalk needs to connect with existing pedestrian facilities adjacent to the property. The site plan base survey needs to be updated to show existing sidewalks in order to fully-evaluate pedestrian connectivity.
4. 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. The designation and redesign of the current internal driveway linking Billingsley and North Wendover Roads will also create new front yard setbacks per zoning impacting the current locations of Buildings A and B. These buildings could possibly shift away from the new street or turn 90-degrees to accommodate resulting setbacks.

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

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.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35-foot x 35-foot and two 10-foot x 70-foot 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 Billingsley Road and Wendover 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.

All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

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.
- 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

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