



Charlotte Department of Transportation

Memorandum

Date: May 2, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-093: Located at the intersection of Lancaster Highway and Johnston 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 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.

The purpose of this Site Plan Amendment is to clarify notes on the Technical Data Sheet. No additional development rights or change of permitted land uses is requested. For this reason the proposed zoning will not have an additional impact to the surrounding thoroughfare system than what was evaluated with the original NS zoning for the site.

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

1. Public street sidewalks (whether in the right-of-way or on private property on an easement) must be ADA compliant. Steps will not be allowed in the right-of-way. Steps will be allowed in an easement provided that there is a corresponding accessible ramp adjacent to the steps.
2. Sidewalks (external to the development) must be provided along the entire length of all public streets. However, the developer may locate and meander the sidewalk beyond the standard 8' planting strip in order to preserve existing trees. The note concerning the termination of sidewalk at the tree save area needs to be deleted.

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

Highway 521 is a Parkway requiring a minimum of 200 feet of right-of-way. Lancaster Highway is a Boulevard requiring 120 feet of right-of-way. The stub (remnant) of Lancaster Highway is an Office/Commercial Narrow street requiring a minimum of 60 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet these requirements, measuring 100, 60, and 30 feet from the centerlines of the respective roadways.

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 Lancaster Highway and the stub of Lancaster Highway 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:

- 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.

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- Indicate typical parking module dimensions.
- 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