



Charlotte Department of Transportation

Memorandum

Date: July 29, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-116: Located at the intersection of Greenwood
Cliff and Harding Place

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, as an inappropriately scaled development.
- 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 100 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 250 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. Design Guideline note C.3. indicates that adjacent driveways are shown on the site plan. However upon investigation, there are several driveways in the area that are not shown on the plan and/or not shown to scale. Please revise the site plan to include the adjacent driveways accordingly.
2. According to the existing conditions shown on the site plan, there is a shared driveway serving this property. The shared driveway needs to be maintained because of the narrowness of the lot frontages along this section of Greenwood Cliff Drive. Additionally, any new driveway would have to be offset at least 20 feet from any existing driveway. Given that the minimum width of a Type II driveway is 26 feet, minimum separation from an

existing driveway is 20 feet, and minimum offset from the side property line is 10 feet, a total of 56 feet (minimum) of property frontage is necessary. The site plan indicates that the property frontage width is only 50 feet. This driveway may also be impacted by the existing driveway to Lot 11 if it is located closer than 10 feet from the side property line.

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 developer needs to dedicate a 10-foot wide public easement along the west edge of the site and construct a 5-foot minimum sidewalk connecting Greenwood Cliff with Baxter Street Park to the rear of the site.

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

Greenwood Cliff is a local street requiring a minimum of 50 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 25 feet from the centerline of the roadway.

The proposed driveway connections to Greenwood Cliff will require a driveway permits to be submitted to CDOT for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways shown on the site plan are subject to change in order to align with driveways 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:

- Meet applicable Land Development Standards (latest revision)
- Dimension width of the existing and proposed driveways.

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- New/reconstructed driveways must be drop curb Type II-Modified driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.
- 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/slh

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Rezoning File