



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 08-126: Located on the north side of Wilkinson Boulevard between Holton avenue and Crispin Avenue

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 Corridor 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 50 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 100 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. A more detailed Conditional Plan needs to be submitted for review. We are concerned that the site may not be large enough to accommodate the parking required for a 3,600 square-foot building, the actual building footprint, the required commercial driveway and other associated requirements. We also need to review how the petitioner plans to develop this site to assess any safety issues that may arise from the proposed development.

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 replace the existing substandard sidewalks along Wilkinson Boulevard with new 6-foot sidewalks and 8-foot planting strips (also required by UR-C zoning).
2. Depending upon the configuration of off-street parking, the developer may need to construct stub driveways to the west and/or east so that this property may have future cross access with adjacent commercial uses to provide inter-connectivity and access between uses that will not require unnecessary use of Wilkinson Boulevard.

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

Wilkinson Boulevard is a Commercial Arterial requiring a minimum of 150 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 75 feet from the centerline of the roadway.

Adequate sight triangles must be reserved at street entrance(s). Two 35' x 35' and two 10' x 70' sight triangles are required for 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.

Proposed driveway connection(s) to Wilkinson Boulevard will require 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.

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.

Tom Drake & Tammie Keplinger

July 29, 2008

Page 3 of 3

To facilitate building permit/driveway permit review and approval, the requested site plan needs to include the following:

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

c: R. H. Grochoske (via email)
S. L. Habina – Review Engineer (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E. D. McDonald (via email)
Frederick Watson
T. Anthony Lindsey (via email)
NCDOT/Louis Mitchell (via email)
NCDOT/Scott Cole (via email)
Rezoning File