



Charlotte Department of Transportation

Memorandum

Date: July 31, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-127: Located on the south side of Fairview Road
between Park South Drive and J.A. Jones
Drive

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 Center 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 petition does not seek to change development uses that would affect trip generation. The temporary gravel lot proposed does not generate additional trips, as it would be serving trips already accounted for in the original MUDD-CD petition.

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 back-of-curb sidewalks along Fairview Road and J.A. Jones Drive with new 6' sidewalks and 8' planting strips (also required by MUDD zoning).
2. The developer needs to construct 5' sidewalks and 6' planting strips along the relocated private drive running perpendicular to Fairview Road.
3. The developer needs to construct a traffic island along Park South Drive limiting that driveway to right-turn-only access. The driveway onto J.A. Jones Drive is the only driveway that should retain full-movement access.

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

Fairview Road is a major thoroughfare requiring more than the minimum 100 feet of right of way because of existing intersection designs that exceed the typical pavement width and increased planting strip. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, to include from the centerline of the roadway to the face of sidewalk.

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.
- 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)
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Rezoning File