



# Charlotte Department of Transportation

## Memorandum

---

---

**Date:** August 25, 2008

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

**From:**   
Scott L. Putnam  
Development Services Division

**Subject:** Rezoning Petition 08-138: Located on the southeast corner of Albemarle Road and Regal Oaks 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 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 50 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 150 trips per day. This will have a minor impact on the surrounding thoroughfare system.

The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.

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

1. In order to fully evaluate the conditional plan, both the required and proposed number of parking spaces need to be included on the site plan.
2. If a drive-thru is proposed with a change in use, stacking requirements (Zoning Ordinance) for that use need to be met. The amount of stacking cannot conflict with access to required parking spaces. The site plan needs to be revised accordingly.

3. The existing back-of-curb sidewalk along Albemarle Road needs to be replaced with an 8-foot planting strip and a 6-foot sidewalk.
4. The existing back-of-curb sidewalk along Regal Oaks Drive needs to be replaced with an 8-foot planting strip and a 5-foot sidewalk. The planting strip may be wider than 8 feet in order to preserve the existing healthy mature trees.
5. We recommend closing the existing driveway on Albemarle Road (NCDOT may require). At a minimum, the existing driveway on Albemarle Road needs to be designed to operate as exit-only, narrowed to a width of 20 feet, and be located a minimum of 10 feet from the eastern property line. Given the loss of parking with the requested planting strips, the closing of the driveway on Albemarle Road could provide a location for additional parking spaces.
6. Currently the site is separated from the adjacent parcel with a raised curb. Cross-access/easement to adjacent retail development needs to be provided towards the rear of the site.

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

This section of Albemarle Road 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 the existing 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.

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 standards in the Charlotte Land Development Standards Manual (latest revision).
- Dimension width of the existing and proposed driveways.

Tom Drake & Tammie Keplinger

August 25, 2008

Page 3 of 3

- 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

c: R. H. Grochoske (via email)  
S. L. Habina – Review Engineer (via email)  
B. D. Horton (via email)  
A. Christenbury (via email)  
M. A. Makoid (via email)  
Michael T. North (via email)  
NCDOT/Louis Mitchell (via email)  
NCDOT/Scott Cole (via email)  
Rezoning File