

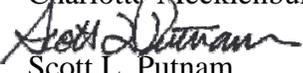


Charlotte Department of Transportation

Memorandum

Date: October 28, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-140: Located on the east side of Park Road between Sharon Road and Wolfe Ridge Road (revised 10/17/08)

We previously commented on this petition in our August 25, 2008 memorandum to you.

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 does not appear to support the Centers, Corridors and Wedges land use strategy as an inappropriate scaled development for its location.
- 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 30 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 120 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. Due to the proposed density for this site and deficiency of connectivity with the surrounding area, we request that a new public street be provided along the northern property boundary of the site, stubbing to the eastern property boundary. Access to the site will be from a driveway to this new public street. (*Previous Comment-2*)
2. The requested public street needs to be designed as a Local Residential Street – Wide in accordance with the Urban Street Design Guidelines (USDG). This typical cross-section includes a 35-foot back-of-curb width with a 20-foot wide two-way mixed vehicle zone

between two 7-foot on-street recessed parking lanes, as well as 8-foot planting strips and 6-foot sidewalks. (*Previous Comment-2*)

3. The site plan should acknowledge and note that in the urban residential zoning district building setbacks are required to be measured from the back of either an existing or future curb-line. CDOT has determined that the proposed curb-line for Park Road will be located 4 feet behind the existing curb-line. This should be noted and illustrated on the conditional site plan. (*Previous Comment-2*)

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

Park Road is a major thoroughfare requiring a minimum of 100 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 50 feet from the centerline of the roadway.

The proposed driveway connection(s) will require a driveway permit(s) to be submitted to CDOT 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.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' 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.

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.

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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.
- 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)
J. A. Carroll – Review Engineer (via email)
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Rezoning File