




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 08-132: Located on the west side of East W.T. Harris Boulevard between Wallace Avenue and Delta Crossing Lane

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 360 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 350 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. The adjacent property (tax parcel 10324102) is required to construct a public street stub to this property (rezoning petition 2004-058). The Wallace Creek development to the west also has public streets. Therefore this petition needs to continue the public street network through the site with street stubs constructed to the adjacent property lines. The main entrance also needs to be a public street.
2. The north-south street needs to be designed as a Local Residential Street – Wide in

accordance with the Urban Street Design Guidelines (USDG). This typical cross-section has a 35-foot back-of-curb width with a 20-foot wide two-way mixed vehicle zone between two 7-foot parking lanes, as well as 8-foot planting strips and 6-foot sidewalks.

3. East WT Harris Boulevard is classified as a Boulevard (USDG) requiring an 8-foot planting strip and a 6-foot sidewalk. The existing 5-foot back-of-curb sidewalks along East WT Harris Boulevard need to be replaced or supplemented to meet this standard.
4. A note needs to be included on the plan that indicates that no access to WT Harris Boulevard is permitted and that the existing access along this frontage will be removed and replaced with curb, gutter, planting strip, and sidewalk as required through the building/driveway permit process.
5. Waste collection facilities are not shown on the site plan. Please revise the site plan to show the location of these facilities and the maneuvering path of waste collection vehicles accessing them. No maneuvering can occur in the right-of-way or setback.
6. Curb and gutter is required on Wallace Avenue, following the USDG for a Local Residential Street – Medium. Such typical cross-section has a 27-foot back-of-curb width with 8-foot planting strips and 5-foot sidewalks

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. If the site plan is approved with private streets, the street connecting to Wallace Avenue may have 90-degree parking next to the proposed Community Building, otherwise the parking needs to be parallel. For 90-degree parking a 7-foot back-of-curb sidewalk is necessary. However, elsewhere along the street, the developer needs to construct 5-foot sidewalks behind 8-foot minimum planting strips on both sides.

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

East WT Harris is a major thoroughfare requiring more than the minimum of 100feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring from the centerline of the roadway to the face of sidewalk and an 8-foot easement that includes the 6-foot sidewalk and 2-foot maintenance area.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles are required for the entrance to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance. Such items should be identified on the site plan.

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The proposed driveway connection to Wallace Avenue will require a driveway permit to be submitted to CDOT for review and approval. The exact driveway location and type/width of the driveway will be determined by CDOT during the driveway permit process. The locations of the driveway shown on the site plan are subject to change in order to align with driveway on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

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.

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.
- 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

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Rezoning File