



Charlotte Department of Transportation

Memorandum

Date: July 20, 2009

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

From: Michael A. Davis, PE *Mike Davis*
Development Services Division

Subject: Rezoning Petition 09-060: Located on the west side of Old Pineville Road south Bourbon Street

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 implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Transit Station Area of a Corridor. Such areas should include a dense and interconnected street network. Specific comments are provided below to link proposed changes in land use with improved transportation network.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are provided below that address revisions for CDOT to support the petition and to bring the petition into compliance with the TAP and best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 10 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 20 trips per day. This will have a negligible impact on the surrounding thoroughfare system.

The following are requirements of the developer that must be satisfied prior to driveway permit approval. They are provided here for information only.

1. Per the Tyvola & Archdale Transit Station Area Plan, Old Pineville has a newly adopted cross-section consistent with recent improvements made via the South Corridor Infrastructure Program. The required 16-foot setback (per TOD zoning) will be measured from the back of the new (existing) curb line.
2. No new driveway connections will be allowed to Old Pineville Road. The site's access will need to be from an existing driveway located along the north side of the proposed development.

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3. Adequate sight triangles must be reserved at the existing/proposed 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.
4. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
5. 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.

If we can be of further assistance, please advise.

- c: R. H. Grochoske (via email)
J. A. Carroll – Review Engineer (via email)
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A. Christenbury (via email)
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Rezoning File