



Charlotte Department of Transportation

Memorandum

Date: October 22, 2009

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

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

Subject: Rezoning Petition 09-077: Located on the west side of Weddington Road
between Simfield Church Road and
Portstewart 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 implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Wedge. Such areas should include an interconnected network of thoroughfares and local streets. 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 to bring the petition into compliance with best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 200 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,900 trips per day. This will have a minor impact on the surrounding thoroughfare system.

We have the following comments regarding apparent conflicts between the proposed rezoning and existing ordinances or policies:

1. To eliminate the conflict of bumper overhang with pedestrians on sidewalks along parking areas, a 7-foot width along the parking spaces should be maintained with a 7-foot-wide concrete sidewalk or a 2-foot-wide planting strip located between the back of curb and a 5-foot-wide concrete sidewalk. The CLDSM detail number 50.09B needs to be referenced for the 90 degree parking space design.

In addition to the comments above, CDOT requests the following changes to the rezoning plan:

1. Weddington Road is a major thoroughfare requiring a minimum of 100 feet of right-of-way. We request that the petitioner convey right-of-way in fee simple title to meet this requirement.

2. Chapter 19 of the City Code will likely require the construction of curb-and-gutter along Weddington Road. CDOT requests the developer construct this new curb in a location that provides for the addition of another travel lane, a bicycle lane. This cross-section would be similar to Weddington Road as improved at Coltsview Lane.
3. CDOT requests that addition access be provided to the site from Riseley Lane. Riseley Lane should be terminated as a cul-de-sac.
4. CDOT is requesting the developer construct 6-foot sidewalks behind an 8-foot planting strip located along the new curb of Weddington Road. We also request that this sidewalk be extended approximately 200 feet to Beacon Forest Drive to provide neighborhood access to the north and to provide the pedestrian connectivity south to the Colonel Francis Beatty Park.

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte. CDOT has determined that a left-turn lane is necessary to serve the traffic using the proposed private driveway connection(s) for this site. The engineering design and construction of the left-turn lane is the responsibility of the owner, and shall be performed by a professional engineer registered in the State of North Carolina who has roadway-design experience. CDOT will only approve the proposed private driveway connection(s) provided that a left-turn lane is constructed on Weddington Road. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the private driveway connection(s). The left-turn lane needs to be designed using NCDOT standards with a minimum 150 feet of storage. This roadway improvement is required to meet the traffic demands of the proposed development.
2. 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.
3. The proposed driveway connection(s) to Weddington Road will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation 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.

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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)
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Rezoning File