



Charlotte Department of Transportation

Memorandum

Date: March 24, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 15-053: Approximately 0.0466 acres located on the southwest corner at the intersection of Montford Drive and Park Road.

CDOT has completed a review of the subject petition in order to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users. Based on our review of the petition, we offer the following comments.

Vehicle Trip Generation

This site could generate approximately 150 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 930 trips per day.

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

1. See Figure 1 for the future typical section for the site's Park Road frontage per the Park Woodlawn Area Plan (section A3):

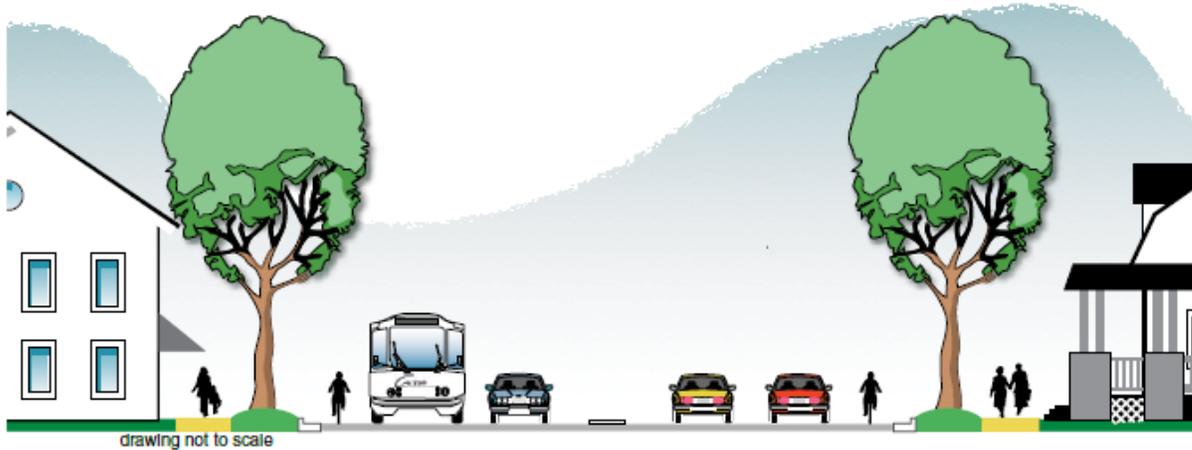
Part I:
 Concept Plan

Park Woodlawn Area Plan Transportation

Charlotte-Mecklenburg
 Planning Department

Park Road

Refer to Map 7 for location of street
 cross-sections



	Walk	Plantg Strip	Bike	Travel Lane	Travel Lane	Median Zone	Travel Lane	Travel Lane	Bike	Plantg Strip	Walk
A2 — Park Road (Kenilworth Avenue to Hillside Avenue)											
	6'	8'	n/a	11'	11'	10'	11'	11'	n/a	8'	6'
Maintain existing curb except turn lanes at signalized intersections											
A3 — Park Road (Hillside Avenue to Seneca Place)											
	8'	8'	5'	11'	11'	Traffic Island/ 10' Turn Lane	11'	11'	5'	8'	8'
13' planting strip should be used to preserve future curb. Specific setback requirements apply											

Figure 1

The application of this typical section would result in two 11'-wide travel lanes measured from the edge of the existing median island, a 5'-wide bike lane, 2.5' curb and gutter, an 8'-wide planting strip, and an 8'-wide sidewalk. Thus, the future back of curb location would be 29.5', measured from the western edge of the existing median island. The petitioner needs to update the plans to reflect the appropriate future curb and sidewalk locations based on the aforementioned dimensions. Building setbacks are to be measured from this future back of curb location.

- The minimum dimension for a two-way drive aisle within a parking area per the Charlotte Land Development Standard 50.09 is 23'-wide. Thus, the parking lot needs to be updated to revise this minimum dimension.

CDOT requests the following changes to the rezoning plan:

1. CDOT requests that the petitioner revise the plan to reflect a proposed curb ramp on the site's northeastern corner at the intersection of Park Road and Montford Drive. See Figure 2 below.

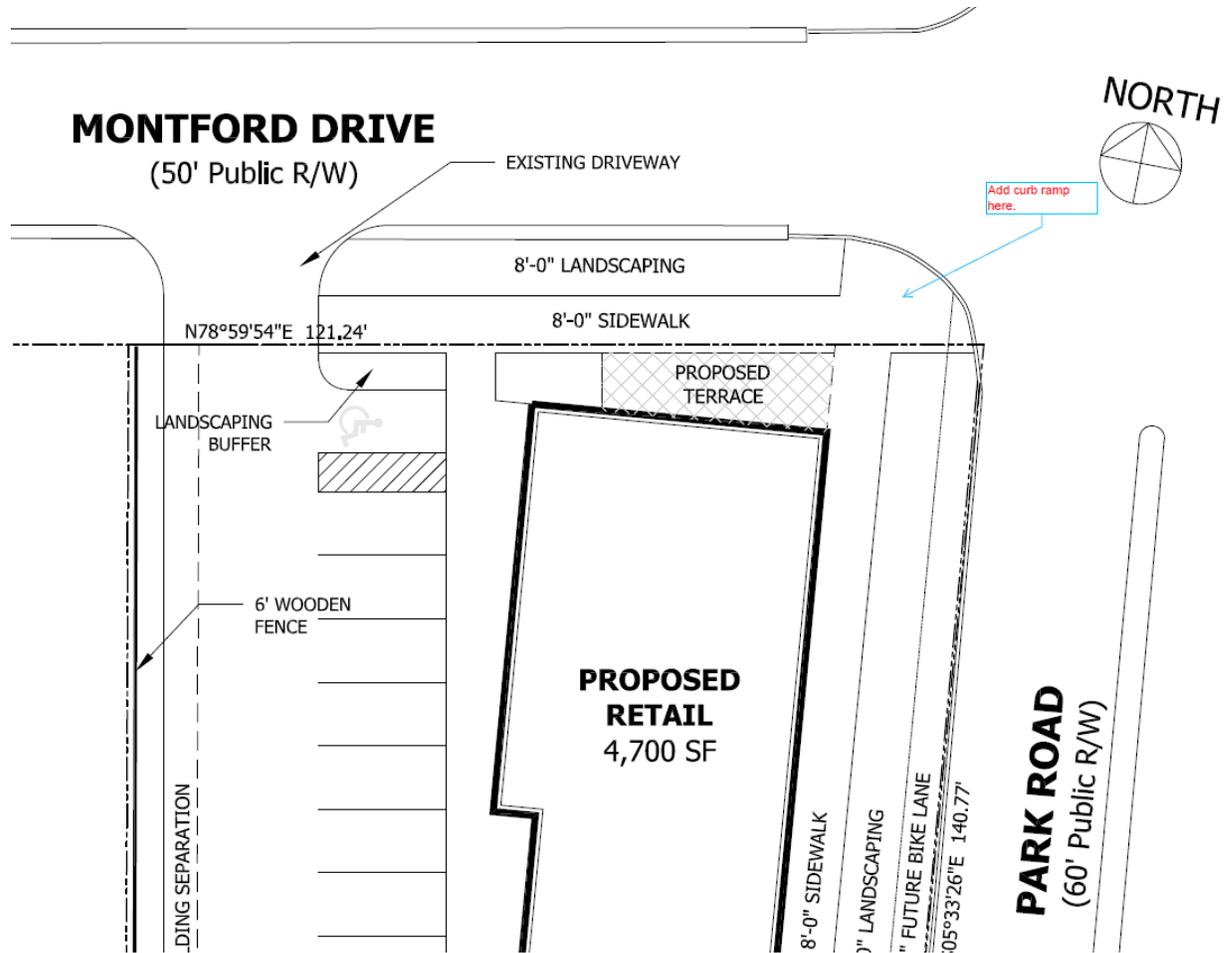


Figure 2

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.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance. Two 35' x 35' sight triangles are required for the entrance to meet requirements. All proposed trees,

Tammie Keplinger

March 24, 2015

Page 4 of 4

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.

3. The proposed driveway connection to Montford Drive 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.
4. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. 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.

K. Bryant

cc: S. Correll
Rezoning File