


Charlotte Department of Transportation

Memorandum

Date: September 12, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 07-133: Located on the north side of Albemarle Road between I-485 and Rocky River Church Road, abutting Mint Hill Jurisdiction (revised 9/6/07)

We previously commented on this petition in our August 29, 2007 memorandum to you. The revised site plan shows a significantly reduced development proposal and many of our previous review comments will need to be revised.

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 as limited commercial activity within a Wedge.
- 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

Because the development proposal has been reduced, this site could generate approximately 70 trips per day as currently zoned as compared to the 500 trips per day previously reported. Under the proposed zoning the site could generate approximately 2,400 trips per day. This will have a lesser impact on the surrounding thoroughfare system than the previous requested development proposal (5,600 trips per day). A traffic impact study is no longer necessary.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. As shown on the site plan, the proposed development (existing structure) occupies approximately $\frac{1}{4}$ of the property. The remaining portion of the property is designated as "all open area- additional parking, if needed". The conditional site plan needs to be revised to

include the entire property and/or be limited to only the existing structure, use, and development area (ft²).

2. The site plan needs to be updated to show critical information for our review. The Albemarle Road right-of-way and centerline, edge of pavement, and median are needed to identify the setback and other items. For example, required parking/maneuvering are not permitted in the existing or proposed setbacks. The site plan appears to show required parking in the setback.
3. The site plan shows two existing driveways accessing the site. Only one driveway is needed to provide adequate access to this site. One driveway will need to be removed. The site plan needs to be revised accordingly.
4. More information is needed on delivery and waste removal services. Delivery and waste collection vehicles are not permitted to maneuver within the right-of-way or setback.
5. The parking lot shows a large open area that appears to be unnecessary and would not normally be approved. A revised plan needs to clarify the intended use/function of this open area.
6. The site plan needs to be drawn to an engineering scale for further review.

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. The petitioner needs to provide 6-foot sidewalks and 8-foot planting strips on Albemarle Road. (TAP, best practices, and proposed *Urban Street Design Guidelines*)
2. The site plan needs to provide an internal system of sidewalks that connects the building entrances to the sidewalks along the street.

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

Albemarle 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.

Adequate sight triangles must be reserved at the existing/proposed street entrances. Two 35-foot x 35-foot and two 10-foot x 70-foot sight triangles are required for the entrances to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances. Such items should be identified on the site plan.

The proposed driveway connections to Albemarle Road will require a driveway permits to be submitted to CDOT and NCDOT for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways shown on the site plan are subject to change in order to comply with City Driveway Regulations and the City Tree Ordinance.

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:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp 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.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske
S. L. Habina - CDOT Review Engineer
B. D. Horton
A. Christenbury
E. D. McDonald
Jerry N. Helms
Rezoning File (2)