




Charlotte Department of Transportation

Memorandum

Date: July 29, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-117: Located on the east side of Toddville Road
between Paw Creek and Freedom Drive

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 320 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 480 trips per day. This will have a minor impact on the surrounding thoroughfare system.

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

1. Both parcels owned by the petitioner need to be incorporated into the CD site plan.
2. The unnamed street coming into the site from Toddville Road needs to be extended east into the site and connect with both the 40-foot street and Pinebrook Circle to the south. All 3 streets need to be public streets and designed to Office/Commercial Narrow streets as described in the *Urban Street Design Guidelines* (USDG).

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 developer needs to provide a cross-access easement to the adjacent church via a driveway connection from the proposed parking lot.
2. The existing planting strip and sidewalk along Toddville Road needs to be upgraded to Avenue (USDG) standards (8' planting strip, 6' sidewalk).

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

Toddville Road is an Avenue requiring a minimum of 90 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 45 feet from the centerline of the roadway.

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 Land Development Standards (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.

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If we can be of further assistance, please advise.

SLP

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Rezoning File