


Charlotte Department of Transportation

Memorandum

Date: August 2, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam 
Development Services Division

Subject: Rezoning Petition 07-105: Located on the southwest corner of Allison Lane and Alvarado Way

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 does not appear 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 150 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 250 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. The plans need to include the typical section for Allison Lane. The street needs to be shown at a constant width according to the typical section. Additionally, the cul-de-sac should be designed to be completely asymmetric with the north curblane tangent with the cul-de-sac radius.
2. The private street entrance to the cul-de-sac cannot be a continuation of Allison Lane and must be moved to a location on the south side of the cul-de-sac.
3. Sidewalk needs to be shown around the entire cul-de-sac.

4. Buildings 1 and 2 need a driveway connection to the public street.
5. All driveways need to be separated by a minimum distance of 20 feet and offset by a minimum of 10 feet from the property line. In order to minimize the number/width of driveways for the development, we recommend that shared driveways be provided to address this comment.
6. Standard 2'-6" curb needs to be shown and the driveways for Buildings 1 and 2 need to be Type I residential drop curb with a minimum width of 15 feet.

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 should provide 6' sidewalks and 8' planting strips on all streets 27' wide or wider consistent with TAP and best practices.
2. It is requested that the site plan provide an internal system of sidewalks that connects the building entrance(s) to the sidewalk(s) along the street.

We support the following comment from other City departments:

1. The internal roadway should cross the existing creek perpendicular to the creek centerline. This can also address our comment above concerning the location of the private street entrance to the cul-de-sac.

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

The proposed driveway connection to Allison Lane will require a driveway permits to be submitted to CDOT and the North Carolina Department of Transportation 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 location of the driveway shown on the site plan is 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

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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:

- Show roadway centerlines.
- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type I driveways.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske
S.L. Habina/CDOT Review Engineer
J.D. Kimbler
A. Christenbury
E.D. McDonald
NRI Communities Charlotte, LLC
Robert G. Young, Inc
Rezoning File (2)