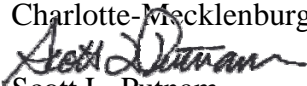


Charlotte Department of Transportation

Memorandum

Date: September 12, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 07-115: Located on the south side of Yorkmont Road
between Allwood Drive and Courtney Ridge
Lane (revised 8/17/07)

We previously commented on this petition in our August 1, 2007, memorandum to you.

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 900 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 800 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. 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 public street connection for this site. The engineering design and construction of the 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. We recommend the

rezoning plan reflect the design of this required turn lane prior to submittal/approval of the public street connection. This roadway improvement is required to meet the traffic demands of the proposed development. The turn lanes should be designed with a minimum of 150 feet of storage, a 15:1 bay taper and 35:1 through lane tapers. (*Previous Review Comment – 1*)

2. It should be noted that Yorkmont Road is maintained by the North Carolina Department of Transportation and that they may require an additional left-turn lane at the private street connection, and after coordinating with NCDOT, this is the case, then this road improvement should also needs to be shown on the conditional plan. (*Previous Review Comment – 1*)
3. The road frontage for this parcel along Yorkmont Road needs to show proposed face of curb to be located 24 feet from right-of-way centerline to accommodate the center turn lane and bike lanes. (*Previous Review Comment – 1*)
4. The pavement width of the typical street cross sections for a local public street is 22 feet and for a private street is 20 feet in accordance with the Charlotte Land Development Standards Manual. These widths need to be shown correctly for the typical cross sections on the conditional plan and a typical section for Yorkmont Road needs to be provided.
5. 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.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske
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Rezoning File (2)