



Charlotte Department of Transportation

Memorandum

Date: November 25, 2008

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

From: Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 09-002 Located on the south side of Erwin Road
between South Tryon Street and Moss Road

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 200 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 400 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 developer needs to improve Erwin Road to Avenue standards. The new 2.5-foot curb and gutter needs to be located so as to provide a 5-foot bicycle lane. Outside the new curb, the developer needs to construct 8-foot planting strips and 6-foot sidewalks along Erwin Road.

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

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' 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.

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 standards in the Charlotte Land Development Standards Manual (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.

If we can be of further assistance, please advise.

SLP/slh/mab

c: R. H. Grochoske (via email)
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Rezoning File