

Charlotte Department of Transportation

Memorandum

Date: August 26, 2009

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

From: Michael A. Davis, PE *Mike Davis*
Development Services Division

Subject: Rezoning Petition 09-073: Located on the northeast corner at the intersection of North Wendover Road and Ellington Street

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 implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Wedge. Such areas should include an interconnected network of thoroughfares and local streets. Specific comments are provided below to link proposed changes in land use with improved transportation network.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are provided below to bring the petition into compliance with best practices for multimodal transportation]

Vehicle Trip Generation

This site could generate approximately 500 trips per day as currently zoned. The trip generation for the proposed use of a police station is not available from ITE. Based on similar uses and structure size the site is expected to generate approximately the same amount of trips as the existing zoning.

CDOT requests the following changes to the rezoning plan:

1. North Wendover Road is a major thoroughfare requiring a minimum of 100 feet of right-of-way, measured 50 feet from the centerline of the existing right-of-way. CDOT request that the petitioner convey right-of-way in fee simple title to meet this requirement.
2. The NS district requires a 6-foot sidewalk along Wendover Road. We request that this sidewalk be located behind a 12-foot planting to allow for the construction of a future bicycle lane on North Wendover Road.

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as appropriate.

1. Adequate sight triangles must be reserved at the existing/proposed driveway entrances. Two 35' x 35' and two 10' x 70' sight triangles are required for the entrance on North Wendover Road to meet requirements. Two 35' X 35' sight triangles must be reserved at the driveway connection to Ellington Street. 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.
2. The proposed driveway connection to North Wendover Road will require a driveway permit to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The driveway connection to Ellington Street will be required to obtain a driveway permit from the CDOT. 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 align with driveways on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
3. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
4. 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.

If we can be of further assistance, please advise.

c: R. H. Grochoske (via email)
J. Shapard – Review Engineer (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E. D. McDonald (via email)
T. Votaw (via email)
Rezoning File