


Charlotte Department of Transportation

Memorandum

Date: April 3, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam 
Development Services Division

Subject: Rezoning Petition 07-068: Located on the north side of Thrift Road
between Freedom Drive and Jay Street

The trip generation for the site for the proposed zoning will remain the same as currently zoned. The site could generate approximately 3,700 trips per day. This will have a minor impact on the surrounding thoroughfare system.

Since access is proposed to an NCDOT-maintained roadway, they may require a TIS as part of their driveway permit approval process. They may have additional or different requirements for their approval than what is identified in this rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.

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

1. The design of New Roads A, B, and C must meet the requirements for public streets (Collectors) in the Charlotte Land Development Standards Manual. As shown on the site plan, the connection of proposed New Road C with existing Jay Street does not meet these requirements. It is recommended that the proposed "S" curve (reverse curves) at this connection be eliminated and that Jay Street be extended on its current alignment to allow development to occur on both sides of the street within the parcel being rezoned.
2. It is our understanding that innovative design standards allowing different street cross sections, right-of-way widths, and recessed parking can only be considered in the MX zoning district. New Road C and the road connection to Freedom Drive in the existing Thrift Road right-of-way are classified as collectors with 60-foot rights-of-way. These streets are shown on the site plan to have rights-of-way of 50 feet and pavement widths accommodating 2 travel lanes. In particular, the connection to Freedom Drive will need a 40-foot (f/c to f/c) street cross section to accommodate turning movements of trucks in this industrial area to minimize travel through the proposed Wesley Village.
3. Thrift Road, New Road B, and the portion of New Road A north of New Road B will need to be designed with a 3-lane pavement cross section with the middle lane for left-turning traffic. Notwithstanding the innovative design standard issue described above, parking will not be

permitted within the curve of Thrift/New Road B. Where on-street parking can be allowed, it is recommended that it be recessed as shown on the site plan. Additional right-of-way will be necessary to accommodate on-street/recessed parking in these locations.

4. Minimum stopping sight distance will be required through the proposed Thrift/New Road B curve. This may impact the building setback at this location.
5. It is anticipated that New Road A between Freedom Drive and New Road B will need to provide for left-turns. Because there is insufficient distance (280 feet) to accommodate a back-to-back left-turn lane, it is likely that side-by-side left turn lanes will be required. This will require a right-of-way width of 77 feet that includes the pavement cross section and 8-foot planting strips/6-foot sidewalks. This 77-foot right-of-way can begin to transition to the typical 60-foot width just north of the New Road A/New Road B intersection. The transition section can include a planted median as the pavement width is reduced from a 4-lane to 3-lane cross section. This design requirement needs to be noted on the site plan.
6. It is our understanding that the City's Freedom/Thrift intersection project is being modified to accommodate the proposed Thrift Road realignment and that the project will construct the necessary Freedom Drive left-turn lane/intersection at New Road A as well as median modifications to physically restrict the proposed access to Freedom Drive (former Thrift connection) to right-in/right-out movements only. (If the City's project will not include these items, then they will be the responsibility of the developer.) Further, that the developer is responsible for constructing New Roads A, B, C and the proposed access to Freedom Drive. These projects need to be coordinated and building permits for this development not approved prior to completion of the roadway and intersection improvements.
7. It should be noted that the proposed public streets need to be designed/constructed through the subdivision process with building permits submitted after the streets are constructed.
8. Several of the driveways are shown with street connections less than an angle of 90°. These create the need for wider driveways to accommodate turning movements on the acute angle side of the driveway and also impact convenient/safe driver visibility of approaching vehicles. The City's *Driveway Regulations* require the connections to be 90°.
9. The Alternate site plan only shows a driveway connection from the 4-story parking deck to New Road C. An additional connection internal to the development is necessary to provide connectivity.
10. Abandonment of a portion of the Thrift Road right-of-way cannot occur until the proposed Thrift Road realignment is completed. No building permits can be approved/issued in this portion of the site until the right-of-way is abandoned by NCDOT.

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. It is requested that a revised site plan provide an internal system of sidewalks that connects the residential building entrance(s) to the sidewalk(s) along the street.
2. The street typical sections need to be shown on the plans.
3. The City's TAP requires sidewalks/planting strips, crosswalks, pedestrian signals, lighting and other facilities to make it easier, safer and more enjoyable for people to walk. In accordance with best practices that are included in the proposed *Urban Street Design Guidelines*, the following improvements are recommended:
 - a. 5-foot sidewalks and 8-foot planting strips on all internal streets where the width from back-of-curb (b/c) to b/c is 27 feet or less.
 - b. 6-foot sidewalks and 8-foot planting strips on all public and private streets where the width from b/c to b/c is greater than 27 feet.
 - c. Directional Wheelchair ramps should be provided at all intersections of public and private streets.
 - d. The site plan should be modified to reflect all street trees within planting strips between the curb and the sidewalk.

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

Freedom Drive is a commercial arterial class III-C thoroughfare requiring a minimum of 150 feet of right-of-way. Thrift Road is a minor thoroughfare requiring a minimum of 70 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet these requirements, measuring 75 feet and 35 feet, respectively, from the centerlines of the roadways.

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.

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.

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To facilitate building permit/driveway permit review and approval, the site plan must include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp 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.

If we can be of further assistance, please advise.

SLP

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