


Charlotte Department of Transportation

Memorandum

Date: May 1, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam 
Development Services Division

Subject: Rezoning Petition 07-074: Located on the southwest corner of Statesville Road and Transport Drive

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 Corridor 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 700 trips per day under the existing or proposed zoning. 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 site plan does not represent the existing conditions of the site. The site plan needs to be revised to show the two existing driveways to Transport Drive and the connection between the front 2 parking lots.
2. The northern driveway to Statesville Road needs to be closed.
3. It is requested that the Petitioner dedicate 60 feet of right-of-way to extend Sidney Circle through the site. (TAP)

4. 8-foot planting strips and 6-foot sidewalks need to be constructed along all public street frontages. (TAP- best practices)
5. A better description of what is to occur in the “future product storage / parking / circulation / building” half of the site is necessary.

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.

1. Directional wheelchair ramps (two per corner) should be provided at all intersections of public and private streets. (TAP)

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

Statesville Road is a major thoroughfare requiring a minimum of 100 feet of right-of-way. Sufficient right-of-way exists to meet this minimum requirement.

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.

Any new or modified driveway connection(s) to Statesville Road will require driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process.

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.

Keith MacVean

May 1, 2007

Page 3 of 3

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

- Dimension width of the existing and proposed 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

c: R. H. Grochoske
M.M. Magnasco
J.D. Kimbler
A. Christenbury
E.D. McDonald
Marc Morgan/NCDOT
VIT, LLC
Robert G. Young
Rezoning File (2)