



# Charlotte Department of Transportation

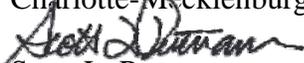
## Memorandum

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**Date:** September 24, 2007

**To:** Keith MacVean  
Charlotte-Mecklenburg Planning Department

**From:**   
Scott L. Putnam  
Development Services Division

**Subject:** Rezoning Petition 07-105: Located on the southwest corner of Allison Lane and Alvarado Way (revised 8/13/07)

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We previously commented on this petition in our August 2, 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 150 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 250 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 alignment and width of Allison Lane will not be approved with the rezoning plan. The design shown does not comply with City standards. These include, but are not limited to, a 30-foot pavement width, a true offset cul-de-sac, and standard-height curbing. Also, as shown a portion of the cul-de-sac sidewalk is located on property not included in this petition or owned by the property owner. A note needs to be added to the site plan that indicates the Allison Lane improvements will be reviewed during the subdivision process and will be designed in accordance with subdivision requirements.

2. The alignment of the proposed private street may need to shift to meet City standards. These standards include, but are not limited to, a minimum 50-foot centerline horizontal radius, removing angle points from intersections, and including dual accessible ramps. These items will be addressed as part of the subdivision review process. A note needs to be added to the site plan that indicates the private street improvements will be reviewed during the subdivision process and will be designed in accordance with City standards.
3. Standard 2'-6" curb needs to be shown and the driveways for Buildings 1 and 2 need to be Type I residential drop curb with a minimum width of 15 feet.
4. If the three private roads are intended to be street stubs, an access easement needs to be recorded to allow future connections to be made. Additionally, these streets need to be brought as close to the property line as possible, possibly making a break in the Class C buffer with screen fence.

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. The petitioner needs to provide 6-foot sidewalks and 8-foot planting strips on all streets 27 feet wide or wider consistent with TAP and best practices. This would include Allison Lane. Easements or right-of-way may need to be acquired to achieve this.

If we can be of further assistance, please advise.

SLP

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