


Charlotte Department of Transportation

Memorandum

Date: August 29, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 07-127: Located on the southwest corner of Park Road and Drexel Place

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 480 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 420 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 existing curbline for Park Road needs to be shown correctly on the site plan. The setback can be measured from the back of the existing curbline. The setback is 16 feet and includes an 8-foot planting strip and 8-foot sidewalk.
2. Under the proposed zoning 6-foot sidewalks and 8-foot planting strips on Drexel Place is required.
3. The development needs to provide an internal system of sidewalks that connects the building entrance(s) to the sidewalk(s) along the public street consisting of 5-foot sidewalks and 8-foot planting strips, and provide pedestrian access to adjacent properties.

4. A vehicular cross-access needs to be provided that connects to the parcel south of this site.
5. To eliminate the conflict of bumper overhang with pedestrians on sidewalks along parking areas, the width of sidewalks adjacent to parking spaces needs to be 7 feet wide.

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

Park Road is a major thoroughfare (inside Route 4) requiring a minimum of 100 feet of right-of-way to accommodate the necessary lanes at its intersection with Woodlawn Road. If it does not exist, the developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 50 feet from the centerline of the roadway.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 10 x 10-foot pedestrian 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.

The proposed driveway connection(s) to Park Road and Drexel Place will require a driveway permit(s) to be submitted to CDOT for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. 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.

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.

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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Rezoning File (2)