


Charlotte Department of Transportation

Memorandum

Date: October 31, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 07-147: Located on the northwest corner of Hovis Road and Wildwood Avenue

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 appears to support the Centers, Corridors and Wedges land use strategy as limited commercial activity in a Wedge.
- 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 80 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 240 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 correct site acreage needs to be placed in the site data table on the conditional plan. The rezoning application indicates 0.9 acres and the conditional site plan shows 0.121 acres.
2. Blackwood Road is mislabeled; it needs to be relabeled as Blackmon Street.
3. The parking lots need to be internally connected so that vehicles do not need to use the public street system to travel between parking areas.
4. The corner radius on the parcel at the intersection of Wildwood Avenue and Hovis Road is larger than what is shown on the conditional site plan. The radius needs to be correctly

shown on the site plan and at least one accessible ramp needs to be provided on this street corner.

5. The driveways shown on the site plan do not meet the design standards for Type II driveways. The sidewalk grade along Hovis Road and Wildwood Avenue needs to be maintained with sidewalk constructed through the driveways. Curb and gutter must also be continuous and connect through the driveways. The design must comply with the standard detail for Type II driveways in the Charlotte Land Development Standards Manual (CLDSM) and needs to be shown correctly on the site plan.
6. Hovis Road is a collector street at this location and not a thoroughfare. No additional right-of-way is needed resulting in no required transitional setback area. This can be deleted from the conditional plan.
7. Proposed curb and gutter needs be extended along Hovis Road in front of the smaller parcel at the same location as the existing curb and gutter in front of the larger parcel being rezoned. The centerline to face-of-curb width can be determined from the residential collector with 2.5-foot curb and gutter detail in the CLDSM.

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

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.

The proposed driveway connection(s) to Hovis Road and Wildwood Avenue 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 be revised to include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II 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
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Rezoning File (2)