


# Charlotte Department of Transportation

## Memorandum

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**Date:** October 31, 2007

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

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

**Subject:** Rezoning Petition 07-156: Located on the west side of Carnegie Boulevard, west of Piedmont Row Drive

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**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 Center and appears to support the Centers, Corridors and Wedges land use strategy as increased activity within a Center.
- 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 14,750 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 20,900 trips per day. This will have a significant impact on the surrounding thoroughfare system.

Therefore, we request that the developer submit a Traffic Impact Study (TIS) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity.

The preparer of the TIS has contacted Mark Cook (704-432-1555) of the Charlotte Department of Transportation (CDOT) to determine the study requirements.

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

1. All of the required transportation and access improvements included in the approved conditional plan must be completed prior to the issuance of any certificate of occupancy for the development.
2. The City's Collector Road System plan adopted by the City Council on November 27, 2000 shows a major collector street running through the site. This collector road needs to be shown being extending from Carnegie Boulevard to the parcel's southern property line. The

collector needs to be constructed to city standards with a right-of-way width of 60 feet. This will make it possible to extend Park South Drive to connect with Carnegie Boulevard in the future to provide increased connectivity in this portion of the South Park area when the adjacent site re-develops.

3. Additional comments will follow our review of the TIS.

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' sight triangles are required for Type III driveways or public streets intersections, and two 10'x10' sight triangles are required for Type II driveways 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 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-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)