


# Charlotte Department of Transportation

## Memorandum

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**Date:** November 27, 2007

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

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

**Subject:** Rezoning Petition 08-017: Located on the south side of Freedom Drive  
between Allenbrook Drive & Toddville Road

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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 Wedge and appears to support the Centers, Corridors and Wedges land use strategy, as being appropriately scaled and conditioned with added connections.
- 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

Under the proposed zoning the site could generate approximately the same number of trips per day as currently zoned- 4,000 trips. This rezoning will not result in an additional impact on the surrounding thoroughfare system.

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

1. A public and private sidewalk network (5' sidewalks and 8' planting strips) needs to be shown on both the Technical Data Sheet and Illustrative Site Plan.
2. Any new innovative design request for the proposed public and private street typical cross sections need to be in conformance with the recently Council adopted Urban Street Design Guidelines.
3. Both the Technical Data Sheet and Illustrative Site Plan need to clearly show public right-of-way limits and the proposed streets to be constructed by the developer. This should include but not limited to a street stub that would align and extend to Lewhaven Drive to the west,

the extension of Pinebrook Drive to the east, right-of-way to accommodate the roundabout with sidewalk, and the Burke Drive connection across the across the Paw Creek greenway.

4. A future median opening "left-over" has not been approved by CDOT or the NCDOT at the main entrance on Freedom Drive. The Freedom Drive access will continue to be restricted to serving right-in/right-out movements only. It is our understanding that the developer of this site intends to seek approval from CDOT/NCDOT to construct a "left-over" at this location to additionally allow left-turn movements into the site. The note on the plans needs to be revised to clearly indicate that the future "left-over" is subject to review/approval by CDOT and NCDOT. Should the "left-over" be approved, then the developer is responsible for all costs associated with its design and construction as well as any other improvements that may be required as noted on the site plan.

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

Freedom Drive is a major thoroughfare requiring a minimum of 100 feet of right-of-way. 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 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 to Freedom Drive will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation 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.

Proposed commercial driveway connections to any future public street will require a driveway permit to be submitted to CDOT for review and approval.

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 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