


Charlotte Department of Transportation

Memorandum

Date: December 19, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-021: Located on the southwest corner of Hampton Church Road and Washington Boulevard

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 as increased activity in a Corridor.
- 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 4,300 trips per day as currently zoned. The transportation impacts of the existing development were previously identified and mitigated. Under the proposed zoning the site could generate approximately 4,000 trips per day. This will have a lesser 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 private driveways to Shopping Center Road need to align with the existing driveways opposite the site to avoid the minor offsets.
2. The existing conditional zoning plan 2003-03 provides a 5-foot sidewalk and 8-foot planting strip along the private Shopping Center Road and needs to be provided on the current rezoning plan.
3. According to the existing conditional zoning 2003-03, left-turn lanes are shown along the private Shopping Center Road into both access points for the site. These need to be provided and shown on the proposed rezoning plan.

4. The road improvements for Hampton Church Road need to include curb and gutter located 13.5 feet from the right-of-way centerline to the back-of-curb for a medium local residential street cross-section in accordance with the Urban Street Design Guidelines.
5. The petitioner needs to provide 5-foot sidewalks and 8-foot planting strips on Hampton Church Road.
6. The petitioner needs to provide a private drive aisle stub to the west for future development cross-access connectivity.

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.

1. The site plan needs to provide an internal system of 5-foot or wider sidewalks that connects building entrances to sidewalks along both Hampton Church and Shopping Center Roads.

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 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.

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.
- The Charlotte land development standards detail number 50.09B needs to be referenced for the 90-degree parking space design.

If we can be of further assistance, please advise.

SLP

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Rezoning File