




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 08-028: Located on the northeast corner of The Plaza and Shamrock Drive

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 30 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 70 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 driveways that are being closed need to be replaced with curb/gutter and sidewalk.
2. The existing northern driveway on The Plaza does not meet standards and must be offset from the property line by a minimum of 10 feet.
3. Parking calculations need to be provided to ensure that the site has adequate room for parking and maneuvering.

4. The proposed site plan shows a transitional setback. This needs to be removed from the plan, as we are requiring that the right-of-way be dedicated for both The Plaza and Shamrock Drive. The site plan needs to show the correct setbacks based on the new right-of-way lines.
5. Exhibit #4 in the rezoning packet states that a variance was given for maneuvering in the setback for both The Plaza and Shamrock Drive. Documentation of this variance needs to be provided and whether it is for the existing use or the proposed use.

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. These may require coordination with related CMPC issues.

1. The petitioner needs to provide 6-foot sidewalks and 8-foot planting strips on The Plaza, as well as 5-foot sidewalks and 8-foot planting strips on Shamrock Drive.
2. The site plan needs to provide an internal system of 5-foot or wider sidewalks that connects building entrances to either sidewalk along The Plaza or Shamrock Drive.

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

The Plaza is a major thoroughfare inside Route 4 requiring a minimum of 80 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 40 feet from the centerline of the roadway.

Shamrock Drive is a residential collector inside Route 4 requiring a minimum of 60 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 30 feet from the centerline of the roadway.

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.

The proposed driveway connection(s) to The Plaza and Shamrock Drive 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 be revised to include the following:

- All Charlotte Land Development Standards, latest revision, shall apply.
- 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 (via email)
S. L. Habina – Review Engineer (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E. D. McDonald (via email)
Michael Melton (via email)
Jose Morales (via email)
Rezoning File