


# Charlotte Department of Transportation

## Memorandum

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**Date:** December 19, 2007

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

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

**Subject:** Rezoning Petition 08-030: Located on the west side of Salome Church Road, north of North Tryon Street

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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 Corridor and appears to support the Centers, Corridors and Wedges land use strategy as increased multi-family development 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 670 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,450 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. Salome Church Road is shown on the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) Thoroughfare Plan as a realigned major thoroughfare in this location. It is our understanding that there is an approved alignment for this roadway that will impact this property along its roadway frontage. The developer/petitioner needs to contact Stuart Basham of MUMPO at 704-336-4695 to obtain this alignment. The site design needs to show the right-of-way for the realignment in order for us to continue our review of the petition.
2. It appears from the plan that sight distance may not be able to be achieved for the proposed southernmost driveway. It is likely that during the multifamily review process, this driveway will be limited to right-in/right-out movements only. If so, the developer is responsible for

the construction of a raised concrete median to physically prohibit left turns into and out of the driveway. This needs to be noted on the conditional plan.

3. The required left-turn lane(s) shown on the site plan must be designed using NCDOT standards with a minimum storage length of 150 feet.
4. The petitioner is required to construct curb and gutter along the site's frontage on Salome Church Road. During the multi-family review process, the location of the new curbline will be determined and will include an additional through lane, median, and bike lane. This needs to be noted on the conditional plan.
5. The petitioner needs to construct a new public street extending from the northern site entrance on Salome Church Road to a stub at the northwestern edge of the site (parcel 029-051-01). Given the proposed density, new street needs to be designed as Wide Local Residential Street in accordance with the adopted Urban Street Design Guidelines (USDG), utilizing recessed parallel parking. 90-degree parking will not be approved on the public street.

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. As measured from the back of the new curb, the petitioner needs to provide 6-foot sidewalks and 8-foot planting strips along Salome Church Road, as well as 5-foot sidewalks and 8-foot planting strips along all new internal streets.
2. The petitioner needs to provide cross-access to the adjacent apartment complex via two stub driveways at the southwestern edge of the site.

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

Salome Church Road 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(s) to Salome Church Road 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.

All proposed commercial driveway connections to a 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 be revised to include the following:

- All Charlotte Land Development Standards, latest version, will apply to this project.
- 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