


# Charlotte Department of Transportation

## Memorandum

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**Date:** June 5, 2008

**To:** Tammie Keplinger & Tom Drake  
Charlotte-Mecklenburg Planning Department

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

**Subject:** Rezoning Petition 08-102: Located on the north side of Marsh Road  
between South Boulevard and Melbourne  
Court

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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 does not appear to support the Centers, Corridors and Wedges land use strategy. Although the site is within a quarter-mile of a transit station, this site was designated a Wedge to protect the established neighborhood of Sedgefield.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are provided below that address revisions for CDOT to support the petition and to bring the petition into compliance with the TAP and best practices for multimodal transportation.

### **Vehicle Trip Generation**

This site generates approximately 20 trips per day as currently zoned as R-4. Under the proposed zoning and increasing the residential dwelling units to 24, the site could generate approximately 140 trips per day. This increase of trips will have a minor impact on the thoroughfare system in the area.

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

1. Marsh Road is identified as a Local Residential Street – “Medium” (*Urban Street Design Guidelines- USDG*). The requested density for this site meets the requirement for a Local Residential Street – “Wide” resulting in relocating the curb line to provided recessed on-street parking. We cannot support on-street parking at this location because it is located

within the Marsh Road/Melbourne Court intersection. For this reason we cannot support the proposed recessed on-street parking and it needs to be deleted from the site plan.

Additionally, we cannot support the wider street cross section/on-street parking that is necessary for this density because it would not be consistent with the intent to preserve the existing Wedge character of the Sedgefield neighborhood and the existing street cross sections.

2. CDOT is concerned about the proposed new driveway serving the site. Although the driveway is located near the eastern property line and is as far as it can be from Melbourne Court, the increased number of vehicles (higher density) turning left to enter the site will conflict with westbound Marsh Road left turns into Melbourne Court.
3. Given the pending status of the New Bern Station Area Plan, a conditional plan is requested, if this petition is to be considered prior to plan adoption.
4. The developer needs to provide 8' planting strips and 6' sidewalks along Marsh Road.

**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' 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 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:

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- 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