


Charlotte Department of Transportation

Memorandum

Date: May 28, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-103: Located on the north side of Tuckaseegee Road between Browns Avenue and Cheshire Avenue

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.
- 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 60 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 680 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 left-turn lane bay taper along Tuckaseegee Road will need to be restriped as a two-way left-turn lane to provide safe access to the proposed development.
2. The proposed development will be limited to one access point on Tuckaseegee Road. This will need to be located within the existing striped out area to provide sufficient storage for vehicles turning left into the site.
3. The proposed right-of-way and setback needs to be labeled and dimensioned on the plans.

4. The plan notes indicate that the petitioner/developer will construct an 8-foot planting strip and 6-foot sidewalk along Tuckaseegee Road. Any existing utility poles that conflict with the sidewalk location will need to be relocated beyond the new back-of-sidewalk (2-foot minimum).

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

Tuckaseegee Road is a minor thoroughfare requiring a minimum of 70 feet of right-of-way. The developer/petitioner should convey right-of-way in fee-simple title to meet this requirement, measuring 35 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 Tuckaseegee Road 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:

- Dimension width of the existing and proposed driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.

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- 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