


Charlotte Department of Transportation

Memorandum

Date: June 5, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-114: Located on the west side of McAlpine Park Drive, west of Monroe Road

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.

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

Additional information is needed concerning the proposed elementary and secondary school uses for Parcels K and L. For this reason a vehicle trip generation comparison for development under existing and proposed zoning could not be determined. In particular, we need to have school information that includes the maximum number of students and classrooms. Once we have reviewed this information, CDOT may determine that a Traffic Impact Study or other transportation will be necessary to address potential transportation impacts.

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

1. Based on the size (number of students) of the proposed elementary and secondary schools, additional improvements may be necessary on McAlpine Park Road. These improvements may be necessary to accommodate required stacking if it cannot be provided on site.
2. A more detailed site plan is necessary for our review of access. Access to school sites is a critical design issue. There may not be sufficient frontage on McAlpine Park Road to accommodate necessary access for passenger vehicles and buses, particularly recreational space is part of the development plan.

3. The major trip generation of new schools and the accessibility barrier of the freight railroad warrant placing additional connectivity/phasing conditions on this site. This rezoning request shall be contingent upon the realigned intersection/improvements at the McAlpine Station/Monroe/Timber Springs intersection and the extension/connection of McAlpine Park to Thermal 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 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.

Driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT and 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:

- Meet applicable Land Development Standards (latest revision).

- Dimension width of the existing and proposed driveways.

- New/reconstructed driveways must be drop curb ramp Type II-Modified 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.

- Directional wheelchair ramps (two per corner) should be provided at all intersections of public and private streets.

Tammie Keplinger & Tom Drake

June 5, 2008

Page 3 of 3

If we can be of further assistance, please advise.

SLP/slh

c: R. H. Grochoske (via email)
S. L. Habina – Review Engineer (via email)
B. D. Horton (via email)
M. M. Magnasco
A. Christenbury (via email)
E. D. McDonald (via email)
Levine Properties/Daniel Levine (via email)
Mulkey Engineers & Consultants/Ted Sanchez (via email)
Rezoning File