

Charlotte Department of Transportation

Memorandum

Date: October 28, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-153: Located on the northeast corner of University City Boulevard and Sams Lane

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

This site could generate approximately 2,200 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 3,500 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. This parcel is part of an existing Conditional District zoning site plan. Parking calculations need to be shown for the entire development since there will be shared parking with the adjacent parcel.
2. We cannot support the parking area circulation for the proposed carwash as shown on the site plan without the deletion of the first driveway.
3. Sams Lane is a public street. It appears that the sidewalk on this parcel is not located within the right-of-way. The width of the street (f/c to f/c), planting strip, sidewalk, and right-of-way needs to be shown on the site plan. If the sidewalk falls outside of the right-of-way, a

sidewalk easement will need to be provided and shown on the site plan to include that portion of the sidewalk and an additional two feet for maintenance purposes.

4. The vehicle stacking for the carwash needs to be shown on the site plan to ensure that it does not conflict with any required parking spaces and circulating drive aisle.
5. The developer needs to construct 8-foot planting strips and 6-foot sidewalks along University City Boulevard. NCDOT may prohibit trees within the planting strip. If so, the developer needs to plant trees behind the sidewalk, but still provide an 8-foot separation between the 6-foot sidewalk and curb line.
6. The developer needs to construct 8-foot planting strips and 5-foot sidewalks along Sams Lane.

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. Drive aisles through parking lots should be designed to avoid minor offsets. The configuration of the drive aisles to the northern-most parking areas needs to be better aligned for through movements.

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

A shared parking agreement must be recorded and provided prior to submitting for building/driveway permit. This is required to ensure the shared parking facilities are able to be used for all parcels for which they are intended.

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 Sams Lane 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:

- Meet applicable standards in the Charlotte Land Development Standards Manual (latest revision).
- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb 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.

If we can be of further assistance, please advise.

SLP

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Rezoning File