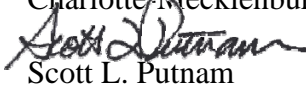


Charlotte Department of Transportation

Memorandum

Date: November 25, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 09-001 Located on the southwest corner of Hickory Grove Road and Lawrence Orr 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 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 20 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 130 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 developer needs to replace the existing back-of-curb sidewalk along Lawrence Orr Road with an 8-foot planting strip and 5-foot sidewalk.

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. The developer needs to construct a 5-foot internal sidewalk connection from the primary building entrance to the sidewalks along either Lawrence Orr Road or Hickory Grove 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 intersection. 35' x 35' and 10' x 70' sight triangles are required for the intersection to meet sight distance requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the intersection and driveway entrance. Such items should be identified on the site plan.

The proposed driveway connection(s) to Lawrence Orr 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:

- Meet applicable standards in the Charlotte Land Development Standards Manual (latest revision).
- 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.
- 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

c: R. H. Grochoske (via email)	D. McDonald (via email)
S. L. Habina – Review Engineer (via email)	Janice White (via email)
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