

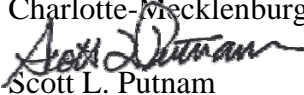
# Charlotte Department of Transportation

## Memorandum

---

**Date:** August 29, 2007

**To:** Keith MacVean  
Charlotte-Mecklenburg Planning Department

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

**Subject:** Rezoning Petition 07-128: Located on both sides of Main Street between  
Baxter Street and Baldwin 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 does not appear 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 440 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 340 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. Consistent with the TAP (Section 2.9.6), existing street connections (Main St.) and platted non-existing streets shall be protected. Additionally the TAP requires that previously terminated street, bicycle and pedestrian connections are to be restored where feasible. The proposed site plan must be in conformance with the TAP.
2. We can support the abandonment of the segment of Main Street between Avant Street and Baxter Street provided that Avant Street is extended between Main Street and Luther Street.

We cannot support the private street as shown and its stub into a single residential parcel (not owned by the petitioner) because there is little likelihood that it will connect with Luther

Street in the future. The site plan shows 2 parcels with frontage on Luther Street that are owned by the petitioner and are of sufficient width to accommodate a local residential public street standard. This is necessary to maintain a network of interconnected streets and replace the connectivity lost by the abandonment of the section of Main Street described above. The plan needs to be updated to show this additional connection.

3. Driveways need to be a minimum of 10 feet from side property lines, a minimum of 20 feet from existing driveways, and perpendicular to existing/proposed public streets through the setback.

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 petitioner needs to provide 6-foot sidewalks and 8-foot planting strips on Luther Street, Baxter Street, Main Street, Avant Street and its extension to Luther Street based on the TAP and best practices (*proposed Urban Street Design Guidelines*).
2. The site plan needs to provide an internal system of sidewalks that connects the building entrance(s) to the sidewalk(s) along the street.

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

Luther Street and Eli Street are local residential streets requiring a minimum of 50 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 25 feet from the centerline of the roadway.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35-foot x 35-foot 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 Avant Street, Eli Street, Luther Street and/or Main Street 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:

- Sidewalks outside the public right-of-way need to be contained in an easement from the right-of-way to 2 feet behind the sidewalk.
- 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.
- Street typical sections will be approved with subsequent permitting processes.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske  
S.L. Habina - CDOT Review Engineer  
B.D. Horton  
A. Christenbury  
E.D. McDonald  
StoneHunt Development, LLC/Anthony V. Hunt  
Rezoning File (2)