


Charlotte Department of Transportation

Memorandum

Date: July 31, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam 
Development Services Division

Subject: Rezoning Petition 07-104: Located on the Northwest corner of Wesley Heights Way and Duckworth 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 streetcar Corridor and does 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 400 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 950 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. Duckworth Avenue is a street with an existing substandard width, even for a local street. This street needs to be upgraded to a "Residential Wide" street as identified in the proposed Urban Street Design Guidelines. This will allow for on-street parking and better circulation. (TAP best practice)
2. The New Public Street needs to be designed to a Residential Wide street cross-section and show a dedicated public right-of-way. (TAP best practice)
3. The new public and new private street intersections with Duckworth Avenue must be separated by a centerline-to-centerline distance of 125 feet.

4. The new public street does not appear to be able to meet the minimum angle-of-intersection requirements (Land Development Standards Manual) at the location of the New Public Street connection to Sumter Avenue. In order to avoid creating a Y-intersection with confusing assignment of rights-of-way for entering vehicles and to address the minimum angle-of-intersection requirement, a mini-roundabout could be constructed to resolve these issues.
5. Units 13-26 need to be served by a rear alley rather than front-loaded garages. Units 1-12 need to be served by the private street rather than front-loaded garages. [TAP]
6. There is a proposed streetcar station located on Trade Street within ¼ mile of this site. In keeping with the TAP and transit station principles, 8-foot planting strips and 8-foot sidewalks need to be constructed along all public streets in/abutting the site, and 8-foot planting strips and 5-foot sidewalks need to be constructed along all private streets.

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 PED-overlay standards need to be applied throughout the site. The limits of the PED overlay need to be extended to match the boundaries of this petition so that the limits do not stop in the middle of a parcel.

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/proposed street entrances. Two 10' x 10' sight triangles are required for the entrances to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances. Such items should be identified on the site plan.

The exact driveway locations and width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways 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.

All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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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.
- New/reconstructed driveways must be drop curb ramp Type II-modified driveways with 8-foot radii.
- 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.

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)