

Charlotte Department of Transportation

Memorandum

Date: October 31, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department
Scott Putnam

From: Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-011: Located between West Trade and West Fifth Streets, north of North Bruns 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 appears to support the Centers, Corridors and Wedges land use strategy as limited wedge development.
- 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 680 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 510 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. All driveways must be perpendicular to the street through the setback.
2. The proposed driveways on West Fifth Street and West Trade Street will be required to provide 445 feet of sight distance in both directions. This needs to be noted on the site plan, and will be reviewed during the building/ driveway permit process.
3. Please indicate the waste collection vehicle maneuvering paths to access dumpsters, as necessary. Maneuvering cannot occur in the setback or right-of-way.
4. Existing curb, gutter, and sidewalk need to be shown on the opposite side of both West Fifth Street and West Trade Street, along with any existing pavement markings.

5. Right-of-way lines on the opposite side of both West Fifth Street and West Trade Street need to be shown and the width of the right-of-way needs to be dimensioned.

We have the following general comments:

West Trade Street is a major thoroughfare (inside Route 4) requiring a minimum of 80 feet of right-of-way. West Fifth Street is a minor thoroughfare (inside Route 4) requiring a minimum of 60 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet these requirements, measuring 40 and 30 feet respectively from the centerline of the roadway, if it does not already exist.

The proposed driveway connections to West Trade Street and West Fifth Street will require driveway permits to be submitted to CDOT for review and approval. The exact driveway locations and type/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 driveways 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:

- New/reconstructed driveways must be drop curb ramp Type II modified driveways (with radii equal to the setback).
- Indicate the locations and widths of all adjacent and opposing driveways.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske	E.D. McDonald
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