


Charlotte Department of Transportation

Memorandum

Date: May 1, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam 
Development Services Division

Subject: Rezoning Petition 07-077: Located on the north side of East Tremont Avenue between Cleveland Avenue and South Boulevard

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 320 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 80 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 driveway on East Tremont Avenue needs to have a minimum width of 26 feet (Type II) and a minimum offset from the property line of 10 feet. Alternately, the driveway can have a minimum width of 22 feet (Type II-Modified), at least 14-foot radii, and an offset of 14 feet from the property line. Beyond the setback or back of sidewalk the driveway can transition to a minimum width of 16 feet for two way travel.
2. The sidewalk connection from the building porch needs to be handicapped accessible. (TAP-best practices)

3. The site plan should indicate the provision/location of any required waste collection facilities and the adequacy of access to them.
4. It is recommended that the site obtains a cross access agreement with adjacent property owners to eliminate the need for a driveway on East Tremont Avenue.
5. East Tremont Avenue is classified as a "street with acceptable width". This means that the existing width will accommodate two-way traffic and the existing curb-line will remain in the future. Therefore, the TOD setback will be measured from the back of the existing curbline.
6. All existing site driveways will be subject to current driveways regulations including possible relocation and/or closure with the redevelopment of the site. These items will be reviewed during the TOD review process.

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 entrance(s). 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 exact driveway location 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. 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.

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.

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To facilitate building permit/driveway permit review and approval, the site plan must include the following:

- 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.

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)