


Charlotte Department of Transportation

Memorandum

Date: May 30, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam 
Development Services Division

Subject: Rezoning Petition 07-086: Located on the north side of West Summit Avenue between South Mint Street and South Church Street

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

With the array of uses allowed in both the I-2 and TOD-M zoning categories, a wide range of trip generation is possible for either the existing or proposed zoning scenarios. Given the size of the site, its proximity to the light rail station, and the good street network in the area, CDOT feels that there should only be minor impacts to the transportation system resulting from this rezoning.

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

Consistency with the TAP and best practices:

1. Future site plans need to include the installation of a complete sidewalk network that provides internal pedestrian circulation as well as pedestrian access from primary entrances to and from the public street, including handicapped access.
2. 8-foot sidewalks and 8-foot planting strips need to be provided on Summit Avenue.
3. 5-foot sidewalks and 8-foot planting strips need to be provided on all internal private streets.

4. The typical section in the adopted South End Transit Station Area Plan for Summit Avenue needs to be implemented.

West Summit 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 curb-line.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' 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.

All existing site driveways are subject to current driveway regulations including possible relocation and/or closure of driveways with the redevelopment of the site. These items will be reviewed during the TOD review process.

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.

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)