


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 07-089: Located on the northeast corner of Oakwood Avenue and Anderson 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 Wedge 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.

Trip Generation

This site could generate approximately 30 trips per day as currently zoned. Under the proposed zoning, the site could generate approximately 40 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. Residential driveways need to have a minimum width of 10 feet, offset a minimum of 10 feet from a side property line, and be located at least 20 feet from any adjacent driveway.
2. Curb and gutter is required along Oakwood Avenue and Anderson Street. The location of the face-of-curb is 13 feet from the roadway centerline.

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 should provide 5-foot sidewalks and 8-foot planting strips on Oakwood Avenue consistent with TAP and best practices.
2. The site plan needs to provide internal sidewalks that connect the residential structure entrances to the sidewalks along the Oakwood Avenue and Anderson Street.

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

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 needs to include the following:

- Dimension width of the existing and proposed driveways, and offset distance from property line and adjacent driveways.
- New/reconstructed driveways must be drop curb ramp Type II driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Directional wheelchair ramps (two per corner) should be provided at all intersections of public and private streets.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske
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