


Charlotte Department of Transportation

Memorandum

Date: October 10, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 07-116: Located on the south side of The Plaza near the intersection of Aintree Road (revised 10/03/2007)

We previously commented on this petition in our August 2, August 28, and September 21, 2007 memoranda to you.

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.

Vehicle Trip Generation

This site could generate approximately 20 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 200 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. Because the aisle in front of the structure is a minimum of 16 feet in width, 2-way operation can be approved. For this reason the 20-foot one-way driveways need to be changed to 26 feet so that they can also operate as 2-way.
2. The petitioner should provide 6-foot sidewalks and 8-foot planting strips on The Plaza consistent with TAP and best practices. (*Previous Review Comment – 3*)

3. Parking spaces and maneuvering to access those spaces are not permitted in the setback.
4. The accessible spaces need to be shown on the plan, as well as the accessible path into the building.
5. The minimum parking aisle for two-way traffic is 23 feet. The plan shows a dimension of 21 feet.
6. The sidewalk that connects the site to the public sidewalk is shown leading to a parked vehicle. The sidewalk needs to lead to an accessible entrance.

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)