


Charlotte Department of Transportation

Memorandum

Date: September 20, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 07-120: Located on the southeast corner of North McDowell Street and East 35th Street (revised 9/10/07)

We previously commented on this petition in our August 29, 2007 memorandum 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 does not appear to support the Centers, Corridors and Wedges land use strategy. However, the site is within a half-mile of a planned transit station. Current practice by the Planning Department supports increased density within a half-mile buffer of future stations, including presently designated Wedge sites.
- 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 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 general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

1. Adequate sight triangles must be reserved at the existing street intersection. A 35-foot x 35-foot sight triangle is required to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance. Such items should be identified on the site plan.

2. The proposed private drive shown on the site plan appears to be designed as an alleyway. The alleyway needs to be designed in accordance with Charlotte Land Development Standards Manual (CLDSM) Detail 11.19B and should terminate 15-20 feet beyond the last driveway. The driveway connection to McDowell Street needs to be designed as a Type II Modified driveway (CLDSM Detail 10.25E).
3. 10-foot by 10-foot pedestrian sight triangles are required at the proposed private drive and are measured along the outside edge of the alleyway and back-of-sidewalk. It appears that one proposed parking pad encroaches into this triangle.
4. Due to conflicts with the corner catch basin, only one radial accessible ramp is needed at the intersection, unless there are directional ramps across the street. If so, they need to be shown on the plan.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske
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Rezoning File (2)