


Charlotte Department of Transportation

Memorandum

Date: August 29, 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

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 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 6-foot sidewalks and 8-foot planting strips on McDowell Street and 37th Street based on the TAP and best practices.
2. An internal system of sidewalks that connects the residential entrance(s) to the sidewalk(s) along the street is needed.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. A minimum of 13 feet from the centerline to the back of valley curb needs to be dimensioned on the plans for McDowell Street. This is the curb and gutter location for CDOT's typical local residential street cross section. At the end of the curb and gutter the pavement needs to taper back to the existing edge of pavement at a 2:1 rate.
2. Driveways need to be a minimum of 10 feet from the side property line and a minimum of 20 feet from any adjacent driveways and existing curb returns. Locations of driveways on adjacent properties need to be shown on the plan.

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.

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 must be revised to include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II 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.
- Directional wheelchair ramps (two per corner) should be provided at all intersections of public and private streets.

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If we can be of further assistance, please advise.

SLP

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Rezoning File (2)