


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 07-126: Located on the east side of Dunavant Street
between Remount Road and Hawkins 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 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:

1. Under the proposed zoning 8-foot sidewalks and 8-foot planting strips on Dunavant Street will be required.
2. The development needs to provide an internal system of sidewalks that connects the building entrance(s) to the sidewalk(s) along the public street consisting of 5-foot sidewalks and 8-foot planting strips, and provide pedestrian access to the South Corridor Multi-Use Trail along the light rail tracks.

3. Dunavant Street is a Major Collector on the collector plan adopted by City Council November 27, 2000. Major collectors have a right-of-way of 60 feet. The street cross section, using the Urban Street Design Guidelines, and the right-of-way width should be determined prior to the Transit Oriented Development (TOD) review process.

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

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

c: R. H. Grochoske
M.A. Cook - CDOT Review Engineer
B. Horton
A. Christenbury
E.D. McDonald
Greenhawk Partners, LLC/Brian Goray
ShookKelley/Michael Dunning
Rezoning File (2)