


Charlotte Department of Transportation

Memorandum

Date: October 30, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 07-144: Located on the southwest corner of North Davidson Street 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 Corridor and appears to support the Centers, Corridors and Wedges land use strategy as increased mixed-use activity within a Corridor.
- 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 50 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 890 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. The site plan needs to be updated to show critical information for our review. The existing roadways' right-of-way and centerline, edge of pavement, existing back-of-curbline, and curb type are needed to identify the setback and other items.
2. North Davidson Street is an existing minor thoroughfare. New curb and gutter needs to be installed along North Davidson Street at 24 feet from centerline to face-of-curb.
3. The Site Data indicates there are 30 off-site parking spaces. The location of these spaces needs to be shown on the plan with their accessibility to the site.

4. The MUDD zoning district requires 8-foot planting strips and 6-foot sidewalks along both North Davidson Street and Anderson Street frontages. Although a 14-foot setback is provided for these items on the site plan, only a 6-foot planting strip is identified.
5. The ability of waste collection vehicles to access the proposed dumpsters needs to be verified. The maneuvering path for these vehicles needs to be shown on the plan.
6. Although minimum parking aisle widths are provided at most parking space locations, the aisle width (17.5 feet) for the 3 parking spaces in front of the elevator does not meet minimum standards (23 feet).

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

North Davidson is a minor thoroughfare (inside Route 4) requiring a minimum of 80 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 40 feet from the centerline of the existing right-of-way.

Adequate sight triangles must be reserved at the existing and proposed street entrances. Two 35' x 35' and two 10' x 70' sight triangles are required for the entrance(s) to meet requirements. Two 10' x 10' pedestrian sight triangles are required at the driveway connection to Anderson Street. 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.

The proposed driveway connection(s) to Anderson Street will require a driveway permit to be submitted to the City for review and approval. The exact driveway location and type/width of the driveway will be determined by CDOT during the driveway permit process. The locations of the driveway shown on the site plan are subject to change in order to align with driveway on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

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-modified driveways with 8-foot minimum radii.
- 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.
- Provide dual accessible ramps at the existing street intersection.
- Ensure that adequate sight distance can be met for the reverse curve on North Davidson Street.

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)