


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 07-146: Located on the east side of South Mint Street
between West Park Avenue and Westwood
Avenue

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 20 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 190 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. This zoning district requires 8-foot sidewalks and 8-foot planting strips on South Mint Street. The site plan needs to be revised accordingly.
2. The City's *Driveway Regulations* require that driveways be offset a minimum of 10 feet from the adjacent property line and be separated by a minimum distance of 20 feet from any existing driveway. The minimum width of a 2-way driveway is 26 feet. However, because the existing structure is being used and there are less than 10 parking spaces on site, we can support the proposed driveway width of 15 feet, provided that vehicles exiting the parking area do not back out onto Mint Street. See comment 3.

3. We cannot support the parking configuration shown on the site plan. Due to the small size/width of the lot and the proposed parking configuration, minimum standards for parking space/aisle dimensions and circulation cannot be met. Additionally, there is not adequate space for vehicles to turn around, requiring motorists to back out onto Mint Street. The existing building is located within the setback unlike adjacent buildings resulting in inadequate sight distance for exiting vehicles and pedestrians in the sidewalk. This design is particularly inadequate for waste collection vehicles.
4. We recommend that the property owner secure a cross access easement with the adjacent property in order to provide adequately designed parking and circulation for the site.
5. Although an accessible parking space is provided, the standards require that space to be van accessible resulting in a wider loading area adjacent to the parking space.
6. Although CDOT may modify the cross section of Mint Street as shown in the future, it cannot be accomplished safely one parcel at a time. The proposed site plan cannot incorporate the future cross-section of Mint Street, showing parallel parking and bike lanes on both sides of the street, until a City project changes the cross-section. The existing four-lane road in front of the site needs to remain.
7. The proposed site plan needs to be updated to match the survey of the site to include the 10-foot existing alley that is proposed to be abandoned.
8. Mint Street is classified as a street needing a "New Cross-Section". This means that in the future the existing curbline will be moved back approximately 4 feet from its current location to provide a back-of-curb to back-of-curb width of 49 feet (currently 41 feet). The building setback is measured 16 feet from the back of this future curb where on street parking exists. The location of the future curb will be determined during the Transit Oriented Development (TOD) review process.

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

Mint Street is a minor thoroughfare inside Route 4 requiring a minimum of 60 feet of right-of-way. We request that the developer/petitioner convey right-of-way in fee simple title to meet this requirement, measuring 30 feet from the centerline of the roadway.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 10-foot x 10-foot sight triangles are required for the entrance(s) to meet requirements. 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.

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' 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.

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)