


Charlotte Department of Transportation

Memorandum

Date: December 19, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-029: Located on the northwest corner of Custer Street and Catherine Simmons 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/Wedge/Center and appears to support the Centers, Corridors and Wedges land use strategy as appropriately scaled development within a Wedge.
- 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 80 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 140 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 beginning of the bay taper for recessed on-street parking cannot be located closer than 20 feet from the end of the corner or driveway radius.
2. The width of the on-street parking spaces needs to be 8 feet (6 feet of pavement and 2 feet of gutter). The 8-foot space is measured from the projection of the existing lip of gutter. (CLDSM 50.09C)
3. The proposed sidewalk needs to tie into the existing sidewalk at right angles by extending the 6-foot wide sidewalk to the property line and then connecting perpendicularly to the existing sidewalk. The site plan needs to be revised accordingly.

4. The proposed driveway needs to be shown as a Type II-Modified with no accessible ramps.

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

Adequate sight triangles must be reserved at the existing/proposed street intersection(s). Two 35' x 35' and two 10' x 70' sight triangles are required for the intersection(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.

The proposed commercial driveway connection to Custer Street will require a driveway permit to be submitted to CDOT for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) 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.
- Indicate the locations and widths of all adjacent and opposing driveways.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske (via email)
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Rezoning File