

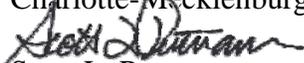


Charlotte Department of Transportation

Memorandum

Date: January 30, 2008

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-041: Located on the north side of East 7th Street
between Clement Avenue and Pecan 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 mixed-use development 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

Because of the various uses that could be developed in this district, we could not accurately determine trip generation for this site for development under existing zoning. Without a site plan, trip generation also could not be determined for development under the proposed rezoning. For this and other reasons listed below, we request that a conditional site plan be submitted for this petition.

Since access is proposed to an NCDOT-maintained roadway, they may require a TIS as part of their driveway permit approval process. They may have additional or different requirements for their approval than what is identified in this rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.

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

1. We request that a conditional site plan be submitted for the proposed development.
2. The Long Range Transportation Plan (LRTP) approved by MUMPO includes a thoroughfare project to widen this section of 7th Street to 4 lanes. This project is not listed in the City's

Transportation Action Plan (TAP) list of needed projects by 2030. The LRTP is scheduled to be updated by May 2009 and the City will recommend that this project be removed during the review process. Until such time as it may be removed, the setback for this site needs to be measured from the back of the proposed curblines (5 feet behind the existing back-of-curb). Right-of-way sufficient to include the proposed curblines and an 8-foot planting strip needs to be dedicated and conveyed in fee simple to the City for this improvement.

3. At least one stub driveway in each direction to adjoining sites, as well as cross-access between all sub-parcels within the subject rezoning area needs to be included on the site plan.
4. Site access points will be limited to one or two access points, depending on the site configuration.
5. Additional comments will be provided when a site plan is submitted.

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. It is requested that the site plan provide an internal system of 5-foot or wider sidewalks that connects building entrances to new sidewalks along East Seventh Street

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

East Seventh Street is a major thoroughfare inside Route 4 requiring more than the minimum 80 feet of right of way because of geographic constraints. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement based on the MUMPO plan and measuring 40 feet from the centerline of the roadway.

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

The proposed driveway connection(s) to East 7th Street will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation 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 or NCDOT maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT/NCDOT prior to the construction/installation of the non-standard item(s). Contact CDOT/NCDOT 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:

- All City of Charlotte Land Development Standards (latest revision) will apply.
- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II-Modified driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Directional wheelchair ramps (two per corner) should be provided at all intersections of public and private streets.

If we can be of further assistance, please advise.

SLP

- c: R. H. Grochoske (via email)
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B. D. Horton (via email)
A. Christenbury (via email)
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Rezoning File