



# Charlotte Department of Transportation

## Memorandum

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**Date:** March 26, 2008

**To:** Tammie Keplinger & Tom Drake  
Charlotte-Mecklenburg Planning Department

**From:**   
Scott L. Putnam  
Development Services Division

**Subject:** Rezoning Petition 08-064: Located on the west side of Frazier Avenue  
between West 5th Street and Martin Street

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**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 Wedge 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 provided below that address revisions for CDOT to support the petition and to bring the petition into compliance with the TAP and best practices for multimodal transportation.

### Vehicle Trip Generation:

Although the site's combined acreage of 1.4 acres (7 units) could generate approximately 70 trips per day under existing zoning, because several of the individual lots are small and irregularly shaped, it would actually result in fewer units and a lesser trip generation. Under the proposed zoning the site could generate approximately 60 trips per day. This rezoning petition will have 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 existing sidewalks that are located at the back-of-curb along Wake Street and Frazier Avenue need to be replaced with 4' planting strips and 5' sidewalks to be in conformance with the existing character of the surrounding neighborhood, except where existing stone walls need to be preserved.
2. Normally, the existing sidewalk at the back-of-curb along West Fifth Street would warrant a request for replacement by an 8' planting strip and 6' sidewalk. However, there appears to be challenges in topography. The petitioner is requested to contact CDOT's Pedestrian

Program Manager (Vivian Coleman at 704.353.0481) to discuss alternative designs that still enhance the pedestrian realm while minimizing grading issues.

3. At least a 20-foot offset needs to exist between the back-of-sidewalk and the front of each garage. The 20-foot space is necessary to provide enough storage for a vehicle without blocking the public sidewalk.
4. The proposed pull-through driveway located on tax parcel #07819405 at the corner Frazier Avenue and Wake Street needs to be removed from the plans. CDOT can only support one driveway for this residential unit.
5. The City's *Driveway Regulations* require driveways to be perpendicular (90°) to the street and set back. At least two of the driveways are at angles between 60-70° and cannot be approved.
6. Stone walls are shown along the street frontages of several of the units. The installation of fences and walls along or adjacent to the street right-of-way, require a permit issued by the CDOT. Walls will be restricted or prohibited within sight triangles at intersections and at driveway locations. Clear visibility (no obstructions) within these triangles must be maintained in a vertical clearance of 30-72" as measured from the ground surface. These items cannot be located within the right-of-way. Please provide a detail of the stone walls on a revised site plan.
7. A 35-foot by 35-foot sight distance triangle needs to be provided at the intersections of Frazer Avenue/Wake Street and Frazer Avenue/ West 5<sup>th</sup> Street. Two 10'x10' pedestrian sight triangles are required for each driveway connection to meet minimum requirements. One leg of the triangle is measured along the driveway, and the other leg is measured along the back of the sidewalk or right-of-way, which ever is the greater distance from the face-of-curb. All proposed structures, trees, berms, walls, fences, and/or identification signs must not interfere with the sight triangles at the driveway connection. Such items need to be identified on the site plan.

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

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.

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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.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical vehicle parking lengths in the proposed driveways so that they do not conflict with the sidewalk.

If we can be of further assistance, please advise.

SLP

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