



Charlotte Department of Transportation

Memorandum

Date: August 25, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-135: Located on the north side of East 10th Street
between Seigle Avenue and Jackson 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.
- 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 5,000 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 6,700 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. Though it may remain private, the north-south driveway shown along the western edge of the rezoning site needs to be designed as a Local Office/Commercial Street – Wide in accordance with the Urban Street Design Guidelines (USDG). This cross-section has a 41-foot back-of-curb width with a 26-foot wide two-way mixed vehicle zone between two 7-foot parking lanes, as well as 8-foot planting strips and 6-foot sidewalks. If retained as a private street, MUDD zoning would not require 8-foot sidewalks, or 16-foot setback.
2. Public easements need to be recorded to maintain public access across the driveway/private street, if not opting for a public street.

3. More information needs to be provided for the Option to allow a drive-through window for this project. The stacking requirement for the drive-through window varies widely depending on the use. The stacking cannot conflict with access to required parking, vehicular/pedestrian circulation, or vehicular operation.
4. It appears from the site plan that the location of the drive-through window conflicts with pedestrian traffic to the entrance of the building. The one-way circulation is counterintuitive to normal one-way circulation. The circulation of the parking and the one-way traffic for the drive-through window needs to be redesigned to take these two elements into consideration.
5. The verbiage for General Note 2 needs to be clarified to exclude the uses listed in the note.

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 entrance(s). Two 35' x 35'' 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 to Tenth Street will require a driveway permit to be submitted to CDOT 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:

- Meet applicable standards in the Charlotte Land Development Standards Manual (latest revision).
- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb Type II-Modified driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.

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- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.
- 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

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Rezoning File