



# Charlotte Department of Transportation

## Memorandum

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**Date:** March 4, 2008

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

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

**Subject:** Rezoning Petition 08-050: Located on the north side of Charles Avenue  
between Yadkin Avenue and North  
McDowell 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 as limited 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 100 trips per day under both the existing and proposed zonings. 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 plan needs to show proposed building locations, driveways, and parking areas (garages, alleys, pads, etc.). There is insufficient information to determine how this site would be parked or if the commitment of providing two off-street parking spaces per unit can be met. Use of shared or paired driveways or a rear alley is strongly encouraged.
2. To meet the requirements of the UR-1 District, the developer must remove the existing monolithic curb and sidewalk on Charles Avenue and construct an 8-foot planting strip and a 6-foot sidewalk.
3. In conformance with the adopted Urban Street Design Guidelines, Charles Avenue needs to be designed as a Local Residential Street-Medium (27' back-of-curb to back-of-curb, or 13.5'

from the centerline of the street to the back-of-curb). The location of the new curbline is dependent on the parking that can be provided for each unit on-site (see comment 1). If sufficient parking cannot be provided on-site, then on-street parking will be necessary and require additional street width.

4. CDOT can support the abandonment of the unopened or “paper” streets (Alexander and Myers Streets) conditioned on a 15-foot easement being provided between Myers Street and Charles Avenue for a pedestrian/bicycle connection. Depending on review/approval of a detailed cost estimate, CDOT may be able to assist in the funding of what we estimate to be approximately half of its cost. At this time we believe that this would include funding the bridge and the offsite work, if the developer funds the on-site work and does all of the construction. The connection would need to meet ADA requirements, be at least 10 feet in width, and be located within a 15-foot easement.

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

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.

If we can be of further assistance, please advise.

SLP

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Rezoning File