

Charlotte Department of Transportation

Memorandum

Date: March 26, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-070: Located in the block bounded by North Davidson Street, East 26th Street, East 27th Street & Yadkin 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 2,700 trips per day as currently zoned. Under the proposed zoning and site date provided, the site could generate approximately over 5,200 trips per day. This will have a significant impact on the surrounding thoroughfare system.

Therefore, we request that the developer submit a Traffic Impact Study (TIS) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity. The preparer of the TIS must contact Susan Habina (704-432-1563) of the Charlotte Department of Transportation (CDOT) prior to beginning the TIS to determine the study requirements.

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

1. The developer does not need to modify the curb along North Davidson Street, because CDOT has determined that on-street parking should not be provided at this time. As the area continues to redevelop, CDOT will re-evaluate on-street parking in the future for this section of North Davidson. If it can be supported at that time, there appears to be sufficient width between the existing curblines to accommodate on-street parking. Without recessed parking

along North Davidson Street, the 14-foot setback per MUDD zoning may be located closer to the existing curb, instead of measured from recessed curbs.

2. The developer needs to construct curb extensions at intersections and access points along both East 26th Street and Yadkin Avenue to physically separate the proposed on-street parking from the travel lanes.
3. Existing back-of-curb sidewalks need to be replaced with an 8-foot planting strip and 6-foot sidewalks (required by UR zoning), as measured from a new curb line at least 5 feet out from its current location.
4. The proposed access point on North Davidson Street will not be approved because reasonable access can be provided on both E. 26th and E. 27th Streets.
5. If the parking structure is to have controlled entry, the locations of the gates need to be included in the plans and be located a minimum of 20 feet from the setback line.
6. Dumpster/trash collection locations need to be shown on the site plan as well as the accessing/maneuvering paths for waste collection vehicles to ensure that there is not a conflict with required parking spaces/aisles and that these activities do not require maneuvering/backing into the setback or right-of-way.
7. Development Note 1 under "Access Points" needs to be modified to remove the last statement, "Additional access points may be allowed as needed and are subject to CDOT approval." The number and general locations of access points will be limited to those included and supported by CDOT on the conditional site plan.
8. Additional comments and any required transportation improvements will follow our review of the TIS.

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. The planned North Davidson bicycle/pedestrian connection to Pickney needs to be included in this plan.

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

North Davidson Street is a minor thoroughfare inside Route 4 requiring a minimum of 60 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 30 feet from the centerline of the roadway.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35-foot x 35-foot 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 connections to East 26th Street and East 27th Street will require driveway permits to be submitted to CDOT for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways shown on the site plan are subject to change in order to align with driveways 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 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)
S. L. Habina – Review Engineering (via email)
B. D. Horton (via email)
A. Christenbury (via email)
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Rezoning File