



Charlotte Department of Transportation

Memorandum

Date: April 30, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-082: Located on the east side of Matheson Avenue between North Tryon Street and the Southern Railway railroad

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 3,500 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 2,600 trips per day. This will have a lesser 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 developer must improve presently unopened College Street (proposed Chick Godley Drive) along the entire frontage of the site. This road needs to be designed as a Local Industrial Street with a cross-section of 35 feet (back-of-curbs), 8-foot planting strips, and 6-foot sidewalks (wider sidewalk per UR zoning) in accordance with the adopted *Urban Street Design Guidelines* (USDG).
2. The petitioner needs to secure the necessary easements to maintain and pave the existing non-motorized path connection from the site to Cullman Avenue via an at-grade railroad crossing and adjoining property.

3. The developer needs to design and construct vertical pedestrian circulation from the new street going through the site to the bridge deck of Matheson Avenue. This is necessary to provide more route choices, including resident pedestrian access to the planned 27th Street light rail station on the LYNX Blue Line extension to Northeast Charlotte.
4. The revised site plan needs to more clearly indicate the parcel boundary and the centerlines of the adjacent open and unopened right-of-ways.

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 site plan needs to show better pedestrian connectivity among buildings and throughout the site. We recommend that the "Proposed Access" actually serve as a street, following the design guidance of a Local Residential Street – Wide (USDG). Such street has a cross-section of 35 feet (back-of-curbs), 8-foot planting strips, and 6-foot sidewalks. This request will create a more pedestrian-scaled development rather than one that is generally oriented around a large surface parking lot.

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 proposed street entrance. Two 35' x 35' sight triangles are required for the entrance to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance. Such items should be identified on the site plan.

All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

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.

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To facilitate building permit/driveway permit review and approval, the site plan must be revised to include the following:

- Meet applicable Charlotte Land Development Standards (latest revision).
- 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

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Rezoning File