



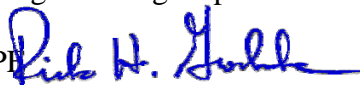
# Charlotte Department of Transportation

## Memorandum

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**Date:** November 23, 2009

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

**From:** Michael A. Davis, PE   
Development Services Division

**Subject:** Rezoning Petition 09-061: Located on the east corner of East 36th Street  
and North McDowell Street  
(Revised 11/22/2009)

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CDOT previously commented on the rezoning petition on July 29, 2009.

**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 implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Future Transit Station Area of a Corridor. Such areas should include a dense and interconnected street network. Specific comments are provided below to link proposed changes in land use with improved transportation network.
- 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

This site could generate approximately 25 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 200 trips per day based on the reduction in units. This will have a minor impact on the surrounding thoroughfare system.

We have the following comments regarding apparent conflicts between the proposed rezoning and existing ordinances or policies:

1. It appears that the location of the dumpster would not allow for trash collection without impacting required parking on site. The dumpster needs to be relocated on the site so that trash collection will not interfere with the parking that is required by the zoning ordinance. During the driveway permitting process turning movements will be required to verify no required parking spaces will be impacted during trash collection.

2. It appears that the reduction in units will allow for all parking requirements to be accomplished on-site. CDOT request that the petitioner remove the notes referencing available on-street parking.

In addition to the comment above, CDOT requests the following changes to the rezoning plan:

1. We recommend that the loading area between handicapped accessible parking spaces be aligned with the internal walkway of the development.

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. Adequate sight triangles must be reserved at the existing/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.
2. The proposed driveway connections to North McDowell Street will require a driveway permits 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.
3. Chapter 19 of the Subdivision Ordinance will require curb, gutter and sidewalk to be installed along North McDowell Street. The exact location of the curb and gutter will be determined during the permitting process.
4. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
5. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard items (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 items. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

If we can be of further assistance, please advise.

- c: R. H. Grochoske (via email)                      T. Votaw (via email)  
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