



Charlotte Department of Transportation

Memorandum

Date: December 1, 2009

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

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

Subject: Rezoning Petition 10-009: Located inside the block including the intersection of Harrill Street & East 16th Street; the intersection of Pegram Street & East 18th; and the intersection of Allen Street & 18th Street

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 Wedge. Such areas should include an interconnected network of thoroughfares and local streets. 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 to bring the petition into compliance with best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 350 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 782 trips per day. 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. The Zoning Ordinance requires 6-foot sidewalks behind 8-foot planting strips along all streets included in the rezoning petition.
2. Parking may only be counted on the property frontage included in the rezoning plan. As the Church is not part of the rezoning then parking shown on the side of the block fronting the church should not be included in the count.

In addition to the above, CDOT has the following comments regarding the petition.

1. CDOT requests that the petitioner improve Allen, Harill, 16th, 17th, and 18th Streets to a new 35-foot back-of-curb typical cross-section with two 10-foot travel lanes and two 7-foot parking lanes. The petitioner may choose to widen asymmetrically, relocating the existing curb only on one side of the street, to ease implementation. For streets running multiple blocks (Allen and 17th Streets), an asymmetrical widening needs to occur on the same side. The change in curb line will allow for two-way traffic to be maintained on the streets surrounded by the rezoning. A graphic representing CDOT's recommendations is attached for the petitioner's use.
2. CDOT recommends that only those streets where two 10-foot travel lanes are provided between parked cars have their on-street parking count towards required spaces. CDOT reserves the right to restrict parking along any street, where traffic would be reduced to yield flow for opposing traffic between parked cars. A graphic representing where on-street parking should not be counted is attached.
3. CDOT requests more information be provided on the site plan to describe the parking requirements for the planned development and the existing parking requirement of the St. Paul Baptist Church. The blocks proposed for development is currently conditionally zoned to allow for the blocks to have parking as a primary use. The Church is now using the parking to accommodate the need for the current parishioners. It is CDOT's understanding that the parking will not be allowed to double count for the proposed uses and the existing church needs. CDOT is aware that the petitioner is considering the use of table-top parking to accommodate the number of spaces needed. Please show the location of the parking and include parking counts on the site plan.

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(s). Two 35' x 35' and 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.
2. The proposed driveway connections will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
3. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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4. 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.

- c: R. H. Grochoske (via email)
J. Shapard – Review Engineer (via email)
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Rezoning File