



Charlotte Department of Transportation

Memorandum

Date: February 15, 2010

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

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

Subject: Rezoning Petition 10-029: Located on the northern corner at the intersection of South Caldwell Street and East 3rd 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 Center City. Areas of Center City should include a dense and interconnected network of compact blocks with special attention to transit users and pedestrians. 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 635 trips per day as currently zoned with 106 residential condominium units. Under the proposed rezoning the land-use intensity could increase to include 148 hotel rooms, 30,000 square feet of office and 10,000 square feet of sit-down restaurant space or other similar uses. Under this scenario the site could generate approximately 2,000 trips during a typical week day. This will have a minor impact on the surrounding downtown street grid system.

CDOT requests the following changes to the rezoning plan:

1. Since the current approved rezoning associated with petition number 2001-135 was approved, South Caldwell Street has been converted to two-way street operations including a raised median and two (2) travel lanes in each direction. No parking is currently allowed on Caldwell Street between East Third and Fourth Streets. Therefore the conditional note "*Allow the removal of parking spaces at Caldwell Street to provide a loading/unloading area at the main lobby entrance*" should be removed.

2. The proposed access from E. 3rd Street should be reversed to place the entrance driveway upstream of the exit driveway. Reversing the site's driveway traffic patterns provides improved traffic operations along East Third Street (i.e. vehicles exiting the site will not conflict with exiting vehicles along Third Street).
3. CDOT requests the petitioner provide more information on how hotel operations could work with respect to pick-up and drop-off activities for patrons. Until CDOT receives more information how arriving/departing hotel guests operations will occur, CDOT will not allow a loading/unloading zone to occur on the west of South Caldwell Street between East Third and Fourth Streets.
4. CDOT has concerns about the service driveway on Caldwell. The existing loading dock area is not deep and will not allow for large vehicles that may be needed for commercial uses. The size of service vehicles, service unloading/loading areas, and their hours of service operations needs to be determined to ensure the site's service vehicles do not impede public traffic on either South Caldwell Street or East Third Streets during normal peak hour traffic periods and special event traffic events, caused by the NASCAR Hall of Fame, Time Warner Arena, and other downtown venues. At no time will service vehicles be allowed to overhang the sidewalk.

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 East Third and South Caldwell Streets entrances. Two 35' x 35' and two 10' x 70' sight triangles are required for the entrances to meet requirements. Also 10' x 10' pedestrian sight triangles are required where public sidewalks are affected by vehicles exiting the site. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances. Such items should be identified on the site plan.
2. The proposed driveway connections to East Third Street and South Caldwell 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.
3. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
4. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard items (valet service, irrigation systems, decorative concrete pavement, brick pavers, etc.) within a city-maintained 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 installation of the non-standard item. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

Tom Drake & Tammie Keplinger

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If we can be of further assistance, please advise.

- c: R. H. Grochoske (via email)
- J. A. Carroll – Review Engineer (via email)
- B. D. Horton (via email)
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