



Charlotte Department of Transportation

Memorandum

Date: April 20, 2010

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

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

Subject: Rezoning Petition 10-034: Located along the east side of North Davidson Street between Charles Avenue and East 32nd 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 Corridor. Such areas should include a dense and 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 10 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 50 trips per day. This will have a minor impact on the surrounding thoroughfare system.

CDOT requests the following changes to the rezoning plan:

1. North Davidson Street is a minor thoroughfare (inside Route 4) requiring a minimum of 60 feet of right-of-way per the City of Charlotte Zoning Ordinance Section 12.103 We request that the petitioner convey right-of-way in fee simple title to meet this requirement. Any remaining portion of the sidewalk not contained within the right-of-way should be placed in a dedicated sidewalk and utility easement.
2. In order to accommodate better circulation on the site CDOT recommends the plan allow for a minimum of 20 feet of drive aisle for all units. Maneuvering is allowed in the side yard and the rear yard in the UR-2 district as long as proper screening, such as a wall, is used.

3. The sidewalk along the southern property line near the 72" culvert needs to be shown tying back to the existing sidewalk at a 2:1 taper rate. The taper may be completed prior to the existing headwall and handrail.
4. Add an internal sidewalk linking the public sidewalk along North Davidson Street with the six townhouse entrances.

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. The proposed driveway connection to North Davidson Street will require a driveway permit 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.
2. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
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 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)
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Rezoning File