

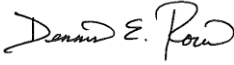


Charlotte Department of Transportation

Memorandum

Date: April 13, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Dennis E. Rorie, PE 
Development Services Division

Subject: Rezoning Petition 15-001: Approximately 3.63 acres located on the east side of North Davidson Street and bounded by East 27th Street, Yadkin Avenue, East 26th Street, and North Davidson Street.
(revised 3/23 /2015)

CDOT has previously completed a review of the subject petition in our December 1, 2014, January 23, 2015 and February 24, 2015 memorandums to you.

Vehicle Trip Generation

This site could generate approximately 5,500 trips per day as currently zoned. This petition is requesting TOD zoning which does not specifically identify maximum building use and/or square footage; therefore a wide array of uses and corresponding trip generations are allowed in the TOD zoning categories,

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

1. We understand the City Zoning Ordinance for MUDD zoning districts require the City's Planning and Transportation Departments to set future street curb lines and the inclusion of "adopted" area plans (i.e. Northeast Corridor BLE 25th Transit Plan, adopted May 13, 2013) regarding future developments. North Davidson Street needs to be revised as follows to comply with the above adopted Station Area Plan.

North Davidson Street –

The key points being that the bike lanes as they exist today shall remain, and that we want to have a 12ft setback based on a future curb line in order to allow the City (or other entity) to install the parking associated with the main street section.

Current Cross Section on North Davidson Street

- *Currently there is a 10ft travel lane and a 5ft bike lane with 2ft curb and gutter (34ft face-of-curb to face-of-curb).*
- *The existing bike lanes are to remain until such time as the City can fully implement the main street*

Future Cross Section on North Davidson Street

- *The Blue Line Extension Station Area Plan for 25th Street Station recommends a Main Street cross section to include a 13ft travel lane, 8ft parking area (6ft asphalt, 2ft c&g), 8ft amenity zone, and 8ft sidewalk.*
- *The back of curb-to-back of curb dimension for the above main street cross-section is 43 ft. Therefore the future back of curb needs to be 21.5ft as measured from North Davidson's existing centerline along the site's Davidson St. frontage.*

Changes to 3/23/2015 revised Site Plan --In order to achieve the future conditions, the following is recommended for the current rezoning case:

- *Allow the existing curb line to remain*
- *Do not allow on-street parking*
- *Request/require that the amenity zone be hardscape*
- *Include an optional provision to allow for a 12ft building setback based on future curb line (allowing for a 4ft amenity zone)*
- *For Parcel B this would only apply as long as the current structure remains in order to preserve the "future" 8ft on-site parking area fronting North Davidson Street.*
- *This setback will allow the City to implement the main street cross section in the future. The cross section would, at that time, install on-street parking and remove the bike lanes through the main street section as identified in the Station Area Plan.*

Accessible Parking

- *Accessible parking spaces shall be provided in the public right-of-way in accordance with ADA guidelines.*



Concept Plan
 Transportation

| Sidewalk | Raised Planter | Parking | Bike Lane | Travel Lane | Travel Lane | Bike Lane | Parking | Raised Planter | Sidewalk |
|--------------------------|----------------|------------------------------------|-----------|-------------|-------------|--------------------------|---------|----------------|----------|
| 8' | 8' | 8' | n/a | 13' | 13' | n/a | 8' | 8' | 8' |
| 16' / 20' if residential | | Relocate curb for recessed parking | | | | 16' / 20' if residential | | | |

NOTE: Additional setback footage may be required for additional improvements.

Urban Street Design Guidelines (2007) recommends:
 Maximum Posted Speed – 25 mph.
 Design Speed – 25 mph, equal to posted speed.

Sources: Charlotte Department of Transportation (CDOT), 2012

Main streets within the 25th Street Transit Station Area



If we can be of further assistance, please advise.

R. Grochoske

cc: S. Correll
 Rezoning File