

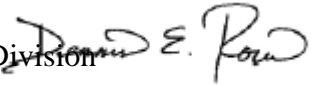


Charlotte Department of Transportation

Memorandum

Date: January 23, 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 1/16 /2015)

CDOT has previously completed a review of the subject petition in our December 1, 2014 memorandum to you.

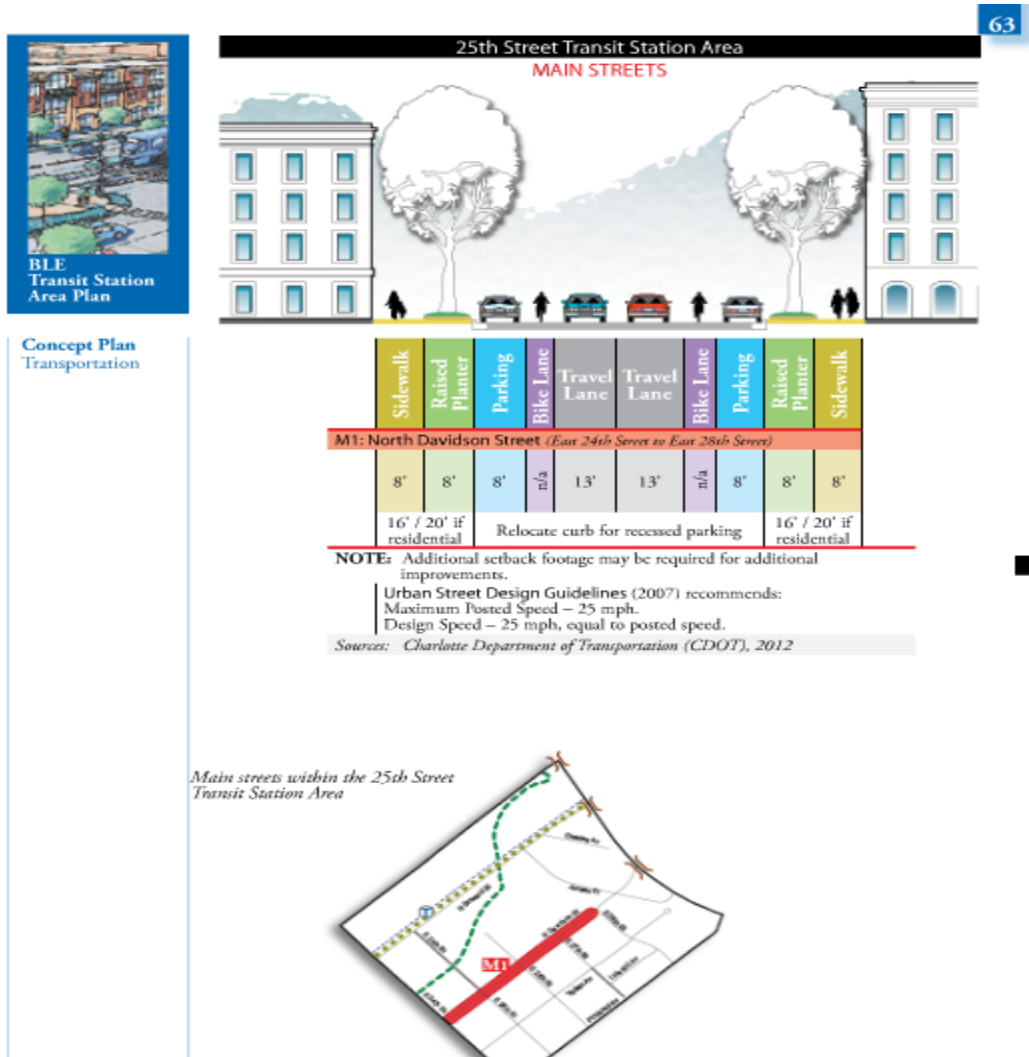
Vehicle Trip Generation

This site could generate approximately 5,500 trips per day as currently zoned. The revised site plan does not specifically identify maximum building use and/or square footage. City Planning is setting up a meeting with the petitioner to clarify the development plan. Therefore the proposed zoning's daily trip generation for this site is undetermined at this time.

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 Transit Plan, adopted May 13, 2013) regarding future developments. The following streets surrounding the subject site are designated and/or desired street classifications are as follows:
 - a. *North Davidson Street* – Designated as a Main Street in the adopted transit plan (see recommended cross-section below). It appears the existing curb line can remain as is which will allow for a northbound Davidson 12' travel lane and 7' parking lane in the future. Existing bike lanes are marked and needed in the near term, in the future the bike lanes along North Davidson will be converted to on-street parking lane along the site's Davidson frontage.
 - b. *East 27th Street* – The City desires on-street parking on both sides of 27th Street, which would classify this street as a local residential wide street. However since non recessed on-street parking has already been established on the east side, we will not require the petitioner to move the west side curb line of 27th Street, however on-street

- parking will need to be restricted along the site's 27th Street frontage to allow for two thru lanes and on-street parking on the west side.
- c. *Yadkin Street* – The future curb line needs to be established along the site's frontage. Yadkin Street needs to be classified as a local residential wide street, therefore the petitioner needs to set a future curb line 17.5' from the existing centerline and dedicate in fee simple additional right-of-way to provide 30' as measured from Yadkin Street's existing centerline along the site's entire Yadkin Street's frontage.
 - d. *East 26th Street* – The future curb line needs to be established along the site's frontage. East 26th Street needs to be classified as a local residential wide street, therefore the petitioner needs to set a future curb line 17.5' from the existing centerline and dedicate in fee simple additional right-of-way to provide 30' as measured from Yadkin Street's existing centerline along the site's entire East 26th Street's frontage.



Tammie Keplinger

January 23, 2015

Page 3 of 3

[In addition to the comments above,] CDOT requests the following changes to the rezoning plan:

2. We request all proposed sidewalk, recessed parallel parking, and streetscape improvements be constructed on all four (4) block faces to be constructed with the proposed development area "B" implementation and issuance of certificate of occupancy for the 250 unit apartment project.

If we can be of further assistance, please advise.

R. Grochoske

cc: S. Correll
Rezoning File