

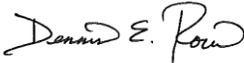


Charlotte Department of Transportation

Memorandum

Date: December 1, 2014

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.

CDOT has completed a review of the subject petition in order to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users. Based on our review of the petition, we offer the following comments.

Vehicle Trip Generation

This site could generate approximately 5,500 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 4,000 trips per day.

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

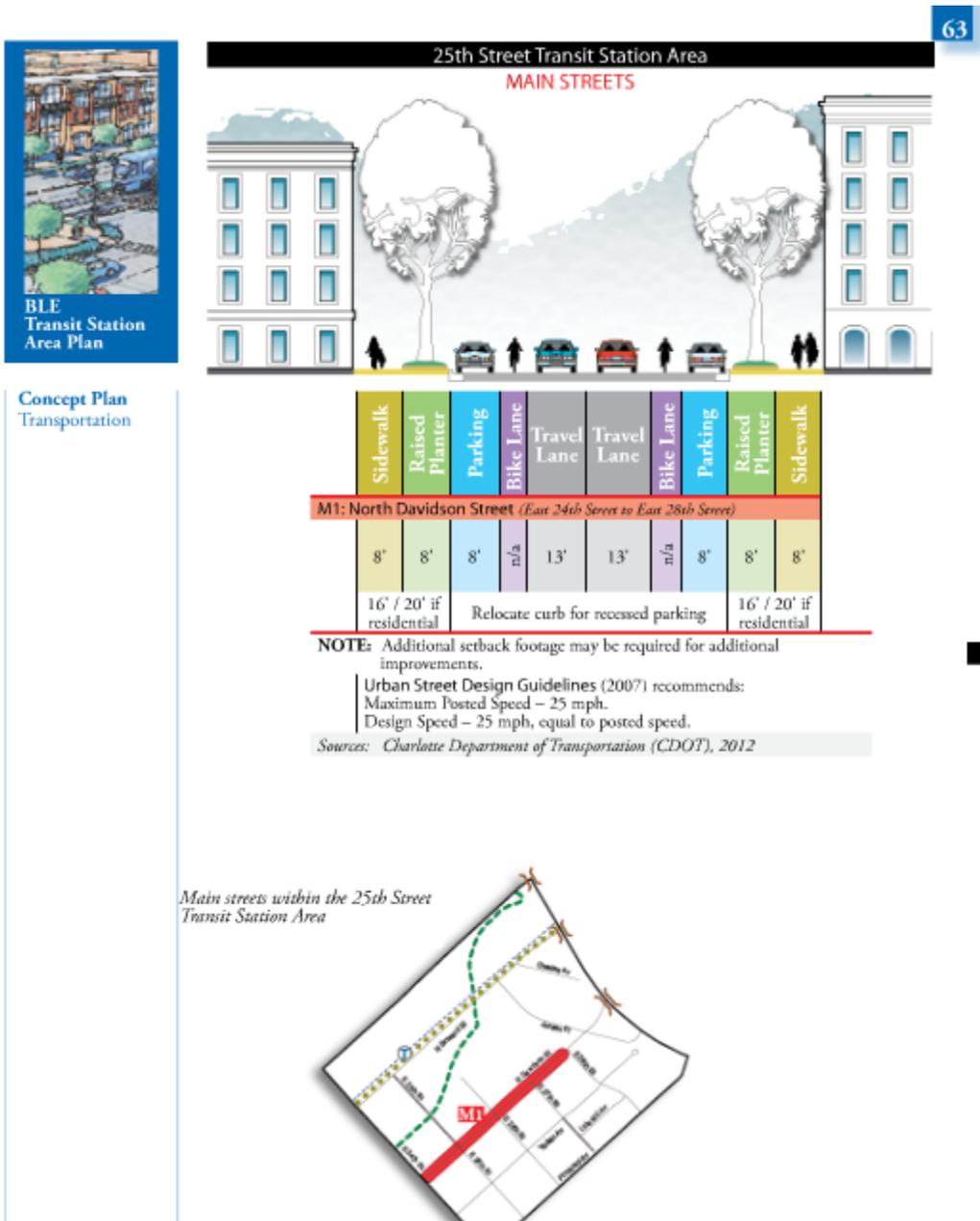
1. We understand the City Zoning Ordinance for MUDD zoning districts require the City's Planning and Transportation Departments to set future street curb lines and the inclusion of "adopted" area plans (i.e. Northeast Corridor BLE Transit Plan, adopted May 13, 2013) regarding future developments. The 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.

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- 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.



[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 with the proposed development area “B” implementation and issuance of certificate of occupancy for the 250 unit apartment project.

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.

3. Adequate sight triangles must be reserved at the existing/proposed street entrances. Two 35' x 35' and two 10' x 70' sight triangles are required for the entrances to meet requirements. 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.
4. The proposed driveway connection(s) to North Davidson, East 27th and Yadkin Streets will require a driveway permits to be submitted to CDOT Department of Transportation for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways shown on the site plan are subject to change in order to align with driveways on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard items (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 items. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

If we can be of further assistance, please advise.

R. Grochoske

cc: S. Correll
Rezoning File