



Charlotte Department of Transportation

Memorandum

Date: March 27, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE 
Development Services Division

Subject: Rezoning Petition 15-051: Approximately 9.08 acres located on the west side of North Davidson Street and generally bounded by North Brevard Street, Charles Avenue, Matheson Avenue, Jordan Place, 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 9,700 trips per day as currently zoned. With the array of uses allowed in TOD-M zoning category, a wide range of trip generation is possible for the proposed zoning scenario.

CDOT requests the following changes to the rezoning plan:

1. CDOT recommends a more detailed Conditional Plan be submitted for review for the following reasons:
 - a. The subject site lies in close proximity to both the future 25th Street Light Rail Station and the future corridor for the Cross Charlotte Trail. Given the size and location of the site to be rezoned, CDOT needs to review how the future development relates to both of these in terms of Subdivision Ordinance-required future street network and pedestrian and bicycle accommodations.
 - b. The intersection of North Davidson Street and Jordan Place has been studied and future recommended intersection modifications are detailed in a document entitled "North Davidson Street and Jordan Place Intersection Improvements, NECI Feasibility Study ID: 33, 25th Street Station", prepared by RS&H Inc., August 2012. Given that the subject petition adjoins the two westernmost quadrants of this intersection, CDOT would like to discuss the possibility of partnering with the petitioner to promote the City's goals of making this intersection more accommodating to non-motorized modes of transportation.

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Similarly, the modifications proposed for this intersection per the recommendations of the aforementioned report better align with the context of the surrounding neighborhood and the "Main Street" Urban Street Design Guidelines designation for North Davidson Street.

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. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte. CDOT has determined that a left-turn lane is necessary to serve the traffic using the proposed public street/private driveway connection(s) for this site.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance(s). Such items should be identified on the site plan.
3. The proposed driveway connections to North Davidson Street and Jordan Place 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. 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.
4. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. 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.

K. Bryant

cc: S. Correll
Rezoning File