



Charlotte Department of Transportation

Memorandum

Date: March 27, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 15-056: Approximately 1.92 acres located on the north side of Central Avenue between Nandina Street and Landis Avenue.

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 8,000 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 800 trips per day.

CDOT requests the following changes to the rezoning plan:

1. The preferred block spacing in a growth corridor is 600'. The existing block length from Landis to Nandina is over twice this distance. CDOT request the petitioner provide a public street (local residential wide per the Charlotte Land Development Standards Manual) that extends from Central Avenue to Parcel #09507730 as generally illustrated on Figure 1 below. The proposed driveways shown on the rezoning site plan could be relocated to the back of the parcels and tie into the extension of Westover Street (Figure 1).

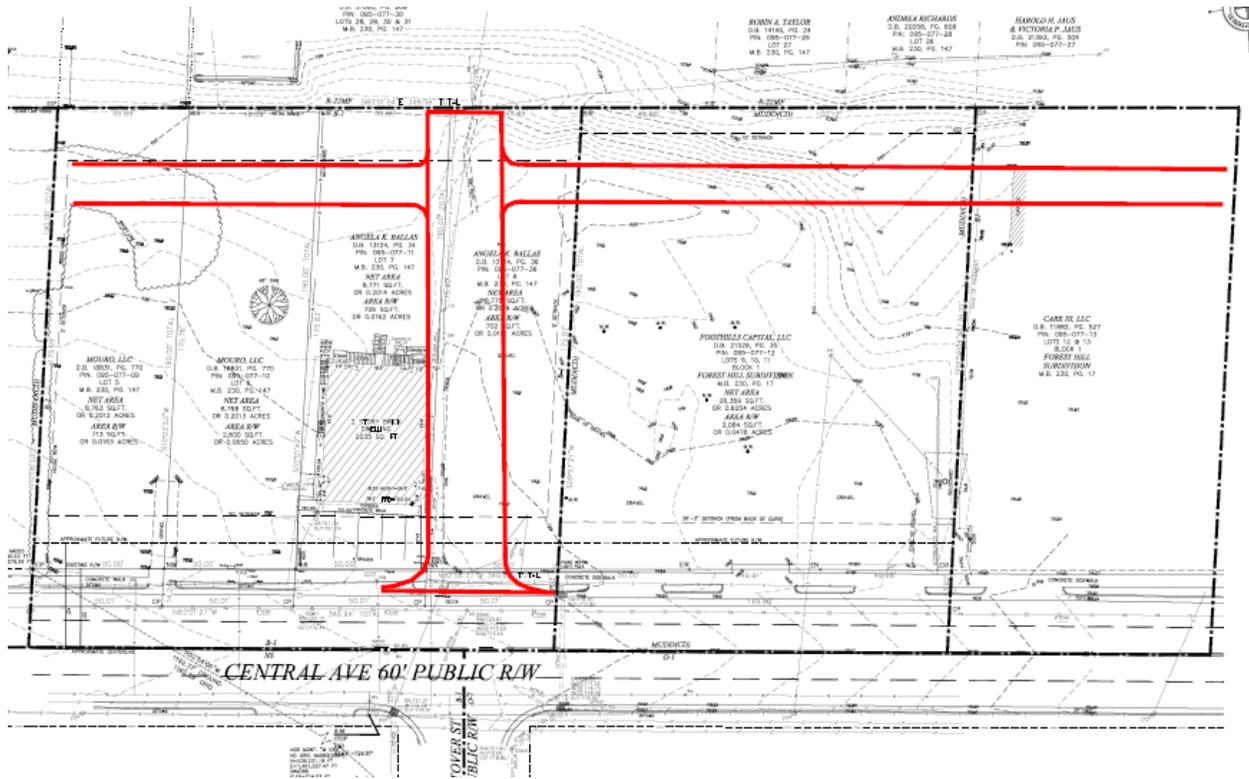


Figure 1

2. CDOT requests that on-street parking on all public streets meet or exceed the minimum required number of accessible parking spaces per Table 1 below:

Total Number of Marked or Metered Parking Spaces on the Block Perimeter	Minimum Required Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 and over	4% of total

Advisory R214 On-Street Parking Spaces. The MUTCD contains provisions for marking on-street parking spaces (see section 3B.19). Metered parking includes parking metered by parking pay stations. Where parking on part of the block perimeter is altered, the minimum number of accessible parking spaces required is based on the total number of marked or metered parking spaces on the block perimeter.

Table 1

3. The proposed curb location along Central Ave. should accommodate the future street car cross section. Thus, CDOT requests the following improvements along the site's Central Ave. frontage:
 - a. Establish / Install the new back of curb at a location 22.50' from centerline of existing road for sections without on-street parking and 27.50' from centerline of existing road for section including on-street parking.
 - b. Along the entire frontage of Central Ave., install an 8' wide planting strip and 6' wide sidewalk (14' total from back of curb to back of walk). In areas of parking bulb outs the planting strip will be wider. In areas adjacent to on-street parking the planting strip shall be substituted with hardscape.
4. Central Ave. is classified as a major thoroughfare to the CRTPO Thoroughfare Plan. CDOT requests that the petitioner dedicates 50' of right-of-way along the property's frontage, measured from the centerline of existing right-of-way.

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.

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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.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' and two 10' x 70' 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 street/driveway connection(s) to Central Avenue and Westover St. (Extension) will require a driveway permit(s) 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.
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. Hedrick

cc: S. Correll
Rezoning File