



Charlotte Department of Transportation

Memorandum

Date: October 30, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE 
Development Services Division

Subject: Rezoning Petition 15-126: Approximately 3.46 acres located on the southeast corner at the intersection of North Brevard Street and East 21st 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 125 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 2,250 trips per day.

We have the following comments on this petition:

1. The petitioner needs to coordinate the site's design and frontage improvements along Parkwood Avenue with the City's Parkwood Streetscape NECI project. The subject CIP Parkwood project is not likely to go to construction before 2018; therefore it is preferred that the petitioner construct the streetscape improvements to include an 8' wide recessed parking lane (6'+ 2' gutter pan) and 15' wide multi-use (MUP) path located along the site's back of curb Parkwood Avenue's recessed on-street parking curb line. There will be some minor radius adjustments at the intersection of Parkwood Avenue/Brevard Street, which will be signalized as part of the CAT's BLE project. The petitioner should coordinate with Len Chapman, EPM's Project Manager regarding the City's Parkwood Streetscape Project.
2. We request the petitioner to dedicate right-of-way, in fee simple associated with the above City Parkwood project (including construction and/or sidewalk/utility easements) at the time of development or when requested by the City, whichever occurs first.
3. CDOT recommends that the proposed site driveway on Brevard Street be removed to minimize potential vehicular/pedestrian conflicts along the site's Brevard Street frontage. The site plan should be revised to depict the development's vehicular access from 21st and North Caldwell Streets.

4. CDOT recommends that pedestrian entrances provide good connectivity Parkwood BLE Station, directly across Brevard Street. The site plan should be revised to show all pedestrian connections to the Parkwood Station with appropriate crossing treatments where necessary.
5. CDOT will support on-street parallel parking on Parkwood Avenue and the tangent section of North Brevard Street. The petitioner should revise the site plan to depict recessed parking on both streets. The recessed parking on Parkwood should be 8' wide (6' plus 2' gutter pan) due to the road's curvature. The recessed parking on Brevard should be 7' wide (5' + 2' wide gutter pan). The planting strip along Parkwood Avenue will be eliminated to provide the on-street parking and the 15' wide multi-use path placed at back-of-curb. Street trees will need to be placed in the recessed parking bump outs (i.e. between every two parking spaces). Accessible on-street spaces will be required if marked parallel parking spaces are provided on public streets surrounding the site.

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. 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.
2. The proposed driveway connection(s) to 21st Street and North Caldwell Street will require a driveway permit to be submitted to CDOT 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.
3. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
4. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
5. 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.