


Charlotte Department of Transportation

Memorandum

Date: December 17, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 07-110: Located at the intersection of Gordon Street
and Pecan Avenue (revised 12/5/07)

We previously commented on this petition in our August 2 and August 28, 2007 memoranda to you.

Consistency with Transportation Action Plan (TAP): The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

- Goal 1 of the TAP relies on the Centers, Corridors and Wedges land use strategy to be implemented. This project site is located in a Corridor and appears to support the Centers, Corridors and Wedges land use strategy.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are identified below that need to be addressed for CDOT's support of the petition and to bring the site plan into compliance with the TAP and best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 500 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,000 trips per day. This will have a minor impact on the surrounding thoroughfare system.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. The van accessible space shown on the adjacent parcel is not currently striped or signed for this purpose. This needs to be included in any parking lease and documentation provided to the City for verification of the leased spaces. (*Previous Comment*)
2. Ten of the parking spaces shown on the adjacent property are located within the public right-of-way and sidewalk areas. Pedestrians will need to walk in the street in order to travel along

the sidewalk on both Pecan Avenue and Gordon Street. These spaces do not meet any standard and would not be approved through the building/driveway permit process. In order for these spaces to be considered as legally non-conforming parking spaces, an approved building/driveway permit site plan for the adjacent building must be provided showing the spaces approved at that time. (*Previous Comment*)

3. The new parking spaces on Gordon Street reduce the overall number of existing on-street parking spaces. Development Standards note number 6 needs to be modified to show only 8 existing on-street spaces and 5 new spaces. These new spaces will need to comply with land development standard number 50.09C. This may affect the spacing of the proposed tree plantings. The petitioner should show the correct design of on-street parallel parking to ensure the required tree spacing is met.

If we can be of further assistance, please advise.

SLP

- c: R. H. Grochoske
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Rezoning File (2)