


Charlotte Department of Transportation

Memorandum

Date: November 27, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-004: Located on the northeast corner of North Davidson Street and East 36th Street

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 as increased activity in a Corridor.
- 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 640 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 4,000 trips per day. This will have a significant impact on the surrounding thoroughfare system.

Therefore, we request that the developer submit a Traffic Impact Study (TIS) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity.

The preparer of the TIS must contact Susan Habina (704-432-1563) of the Charlotte Department of Transportation (CDOT) prior to beginning the TIS to determine the study requirements.

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

1. Mercury Street is classified as a local residential street requiring a minimum right-of-way of 50 feet. The existing 30-foot right-of-way is not adequate to accommodate the required street cross section. We request that the developer/petitioner convey right-of-way in fee simple title to meet the minimum requirement, measuring 25 feet from the centerline of the roadway.

2. To be more supportive of urban/pedestrian oriented design, only one driveway will be approved on North Alexander Street. The driveway adjacent to the remaining residential parcel to the north needs to be deleted.
3. It appears that it is intended that commercial/service vehicles accessing the site use the Mercury Street driveway. Mercury Street and North Alexander Street are residential streets and are not to be designed for use by commercial vehicles accessing this site. This type of access needs to be on Davidson Street or 36th Street that are both minor thoroughfares. A driveway designed to serve only passenger vehicles can be approved on these local residential streets.
4. A well designed internal sidewalk is needed to connect the Mercury Street sidewalk with the development's plazas.
5. The rezoning plan needs to clearly state which options (MUDD-O) are being requested by the petitioner.
6. Additional comments may follow our review of the TIS.

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. The petitioner has noted on the site plan that 8-foot sidewalks and 8-foot planting strips will be constructed along all public streets with the exception of the existing building frontage at the corner of North Davidson and East 36th Streets. The label for the 8-foot planting strip and 8-foot sidewalk that is provided on the Mercury, North Alexander, and 36th Streets frontage appears to have been omitted from the Davidson Street frontage where it can be accommodated. Please add the note to the Davidson Street frontage.
2. The site plan needs to provide an internal system of 5-foot minimum sidewalks that connects building entrance(s) to sidewalks along external streets.
3. The site plan needs to provide connectivity among the parking lots and buildings. The two plazas are distinctly separated by a loading dock and waste receptacles. These two obstructions to connectivity need to be relocated on the plan.
4. The proposed sidewalk on Mercury Street needs to connect to the existing curb ramp on North Davidson Street and to the proposed sidewalk on North Alexander Street. Where there is not sufficient right-of-way to construct the sidewalk, the petitioner needs to obtain a construction easement and permanent sidewalk easement from the adjacent property owner.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' 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.

The proposed driveway connection(s) to North Davidson Street, North Alexander Street and Mercury Street will require driveway permit(s) 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.

Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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.

To facilitate building permit/driveway permit review and approval, the site plan must be revised to include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II-Modified driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske (via email)	E. D. McDonald (via email)
S. L. Habina – Review Engineer (via email)	North Davison Acquisitions/Tyler
	Foster (via email)
B. D. Horton (via email)	Rezoning File
A. Christenbury (via email)	