



Charlotte Department of Transportation

Memorandum

Date: September 2, 2009

To: Tom Drake & Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE
Development Services Division

Subject: Rezoning Petition 09-074: Located at the intersection of West 6th Street and North Sycamore Street, near the I-77 corridor

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 implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in Center City. Areas of Center City should include a dense and interconnected network of compact blocks with special attention to transit users and pedestrians. Specific comments are provided below to link proposed changes in land use with improved transportation network.

Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are provided below to bring the petition into compliance with best practices for multimodal transportation.

Vehicle Trip Generation

Under the proposed zoning the site could generate approximately 5,270 trips per day. Ordinarily this level of traffic impact would require a full traffic impact study to be submitted by the developer. Given the proximity of this project to the dense network of streets in the Center City, we are comfortable with the development's level of potential impact on vehicular traffic. However, we do request the developer submit a Technical Transportation Memorandum in order to evaluate the effect that site generated traffic will have on parking and operations on the streets immediately adjacent to the proposed development. The preparer of the Technical Memo should contact Jennifer Carroll (704-432-2674) of the Charlotte Department of Transportation (CDOT) prior to beginning the Technical Memo to discuss the scope of the study.

We have the following comments regarding apparent conflicts between the proposed rezoning and existing ordinances or policies:

1. The Zoning Ordinance requires that the setback lines be established based on approved streetscape plans wherever they apply. Based on the Center City Streetscape Enhancement Guidelines, the setbacks along North Sycamore Street and West Sixth Street should be a minimum of 14 feet without the ground floor spaces of the proposed

buildings being occupied by retail or a minimum of 16 feet with the ground floor space occupied by retail or services. The 14-foot setback will consist of an 8-foot planting strip and 6-foot sidewalk. The 16-foot setback will consist of a 6-foot amenity zone with raised tree planters and 10-foot sidewalk.

In addition to the comments above, CDOT requests the following changes to the rezoning plan:

1. We request the developer add recessed parking on the west side of North Sycamore Street between the proposed ingress-only driveway and West Sixth Street. The resulting travel lanes on North Sycamore Street should be 11 feet wide. Below is an image illustrating the existing deficiencies with respect to parking in this area.



2. CDOT is requesting the developer add recessed parking to the north side of West Sixth Street. The resulting travel lanes on West Sixth Street should be 10 feet wide.
3. We request the developer construct a 6-foot sidewalk behind an 8-foot planting strip along North Sycamore Street, West Sixth Street, and the Private Street leading to Ray's Splash Planet.

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.

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).

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September 2, 2009

Page 3 of 3

Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

If we can be of further assistance, please advise.

c: R. H. Grochoske (via email)
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Rezoning File