Charlotte Department of Transportation
Memorandum

Connecting Charlotte

Date: April 24, 2009

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

From: Michael A. Davis *Rick H. Grahake* for
                 Development Services Division

Subject: Rezoning Petition 09-031:   Located on the north corner of Belmont
                                             Avenue and Allen Street *(Revised April 2009)*

We previously commented on this petition in our March 24, 2009 memorandum 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 implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Wedge. Such areas should include an interconnected network of thoroughfares and local streets. 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 that address revisions for CDOT to support the petition and to bring the petition into compliance with the TAP and best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 800 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 300 trips per day.

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

1. The developer must construct 6-foot sidewalks behind 8-foot planting strips under the requested UR zoning district along Allen Street and 5-foot sidewalks behind 5-foot planting strips along Belmont Avenue.

2. Per the City of Charlotte *Driveway Manual* and the current *Charlotte Land Development Standards Manual* both the surface parking lot and the lower level parking lot would need to be connected to the public street by a Type II driveway with minimum to way width of 26 feet to provide for two-way traffic flow.

FAST – FRIENDLY - FLEXIBLE

In addition to the required changes listed above, we request the following changes to the site plan:

1. The proposed passenger car surface lot appears to have constrained traffic circulation. At least two spaces located on the northern portion of the parking lot would not be viable without the vehicle backing up from the spaces through the setback onto Belmont Avenue. CDOT recommends removing these two spaces from the site plan and providing an area for vehicles to back into so that residents can drive forward to access Belmont Avenue verses backing onto Belmont.

2. The proposed passenger car lower level parking lot appears to also have constrained circulation. It appears based on turning templates that at least three of the spaces would require a four point turn to use the spaces. CDOT typically allows for a three point turn for maneuvering capability.

3. The location of the proposed gate for the lower level parking area needs to be positioned at least 20-feet from the setback to avoid vehicles from maneuvering in the setback and public right-of-way.

4. It appears that the location of the refuse and recycle containers would not allow for a garbage truck to access the site. If the dumpsters are to be roll out type then this needs to be called out on the plans.

5. We are requesting the three private drives on the plan be removed. On-street parking along Belmont Avenue and Allen Street is allowed and can be counted toward the site's required parking. The space required for each on-street parallel parking space is 7 feet in width and 22 feet in length based on the current *Charlotte Land Development Standards Manual.*

Please advise if we can provide additional information or be of further assistance on this petition.

c: R. H. Grochoske (via email)
    J. Shapard – Review Engineer (via email)
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    Rezoning File