




Charlotte Department of Transportation

Memorandum

Date: March 29, 2010

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

From: Michael A. Davis, PE 
Development Services Division

Subject: Rezoning Petition 10-022: Located on the south corner intersection of South Boulevard and South Caldwell Street Continuing southeast along Templeton Avenue (*Revised 3/19/10*)

We previously commented on this petition in our February 2, 2010 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 Transit Station Area of a Corridor. Such areas should include a dense and interconnected street network. 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

The proposed development will generate a significant number of new trips onto the surrounding street system; however without land use and densities stated on the conditional plan the trip generation for the development is undetermined and incomplete at this time.

A Technical Transportation Memorandum (TTM) was received on March 18, 2010 and is in the process of being reviewed. Additional CDOT comments including any required transportation improvements will follow the review of the Technical Transportation Memorandum. CDOT plans to disseminate our TTM comments to the petitioner the week of March 29th.

CDOT requests the following changes to the rezoning plan:

1. Conditional notes for the proposed development need to be added to the site plan to include the proposed site's land use densities and parking (space) demands generated by the development plan. If the project plans to be phased and corresponding infrastructure phasing plan needs to be included.

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2. We request a note be added to the conditional plan stating the proposed internal private streets will be located within a public easement and will remain open to the public at all times (24 x7).

If we can be of further assistance, please advise.

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