



Charlotte Department of Transportation

Memorandum

Date: February 2, 2010

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

From: Michael A. Davis, PE *Mike Davis*
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

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) has been requested and will need to be submitted to CDOT a minimum of one (1) month prior to the petition's scheduled Zoning Committee Meeting date (please see CDOT's Schedule for Traffic Impact Study Submittals). This time frame provides CDOT time to review the TTM, the traffic consultant time to revise if necessary and a final transportation mitigation proposal developed by the petitioner and mutually agreed upon by the City/petitioner one (1) week, before the Zoning Committee meets and provides a recommendation to City Council. It appears this petition will need to be deferred to accommodate the review schedule. The TTM needs to be thorough and accurate to address any concerns about projected traffic generation, distribution and impacts within the study area. Transportation questions by city leaders and/or surrounding property owners and citizens may be raised during the rezoning process that will need to be answered in a timely manner when significant new trips are added to the existing street system. Additional CDOT comments

including any required transportation improvements will follow our review of the Technical Transportation Memorandum.

CDOT requests the following changes to the rezoning plan:

1. The South End Transit Station Area Plan has an option for parking on South Boulevard. We are requesting that the parking be provided given the proposed intensity. A note needs to be included on the plan stating that parking will be recessed on South Boulevard, providing space for both bicycle lanes and parking per the adopted future streetscape. By providing parking, the building setback along South Boulevard may be reduced to 16 feet, instead of normal 24 feet.
2. 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.
3. We recommend a general transportation note needs to be added that states the development will meet the adopted streetscape standards of the South End Transit Station Area Plan. This note should be used in lieu of the phrasing under the heading "Connectivity and Circulation Standards."
4. 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).
5. We are requesting a typical cross-section of the proposed private streets be provided on the conditional plan to include appropriate lane widths, on-street parking, and planting strip and sidewalk widths along both sides of the roadway and a conditional note that the roadways will be designed using the Urban Street Design Guidelines.
6. The proposed private streets currently shown as "curved roadways" encompassing the common open space should be designed as "t" intersections. Removing the existing horizontal curve and creating two (2) three-way stop intersections will allow for more traffic calming to occur within the development and along the private street connecting to Mt. Vernon Avenue. The petitioner should investigate if these intersections could accommodate an approach which would provide access to the site's proposed parking structures.

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.

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

2. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
3. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
4. 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.

If we can be of further assistance, please advise.

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