

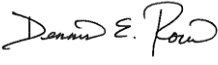


Charlotte Department of Transportation

Memorandum

Date: September 26, 2014

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Dennis E. Rorie, PE 
Development Services Division

Subject: Rezoning Petition 14-109: Approximately 1.70 acres located on the northeast corner of the intersection of Baxter Street and South Kings Drive and the south side of Luther Street between Cecil Street and Cherry Street.

CDOT has completed a review of the subject petition in order to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users. Based on our review of the petition, we offer the following comments.

Vehicle Trip Generation

Under the existing zoning, the site could generate approximately 1,900 trips per day. Under the proposed zoning the site could generate approximately 3,000 trips per day.

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

1. The petitioner needs to dimension and depict building setback, existing street right-of-way lines, planting strip and sidewalk widths on all public street frontages, including Cecil Street.

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

1. CDOT requests direct vehicle access from Luther Street to Cecil Street is provided through the proposed parking deck.
2. The petitioner needs to revise the Transportation Conditional Note "D" as follows: Cecil Street once abandoned will be converted to a private street, however it will be designed and function as a public street between the proposed parking deck and Baxter Street including sidewalks, planting strips, and street trees on both sides.

3. CDOT request the petitioner provide a specific conditional note to design and implement enhanced pedestrian improvements at the Cherry Street and Luther Street intersection as called out in the Cherry Street Area Plan. CDOT will work with the petitioner during the construction permitting process to determine specific pedestrian improvements at this existing 5-leg intersection.
4. CDOT requests the petitioner revise the site plan depicts and dimension recessed on-street along the site's South King Drive frontage to support the proposed street level retail.
5. We request the petitioner add a conditional note that acknowledges a commitment to work with CDOT and CATS during the construction permitting process to relocate an existing CATS bus stop on South Kings Avenue.

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 entrances. Sight triangles are required for the entrances to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances. Such items should be identified on the site plan.
2. Any proposed driveway connections to Luther Street, Cherry Street, and Baxter Streets will require a driveway permit to be submitted to CDOT for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways shown on the site plan are subject to change in order to align with driveways on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
3. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
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 items (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 items. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

If we can be of further assistance, please advise.

Tammie Keplinger
September 26, 2014
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R. Grochoske

cc: S. Correll
Brian Horton, CATS
Rezoning File