



Charlotte Department of Transportation

Memorandum

Date: June 2, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From:

Michael A. Davis, PE
Development Services Division

Subject: Rezoning Petition 15-076: Approximately 4.4 acres located on the southwest corner at the intersection of South Boulevard and East Morehead 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

This site could generate approximately 6,600 trips per day as currently zoned. A wide array of trip generations is allowed under the proposed zoning.

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

1. The Southend Station Area Plan recommends recessed on-street parking along Lexington Avenue between South Boulevard and South Caldwell Street.

CDOT requests the following changes to the rezoning plan:

1. We request the petitioner add a B-Cycle station on the proposed pedestrian plaza at that corner of South Boulevard and Morehead Street.
2. We recommend eliminating the optional provisions that would exempt the petitioner from implementing the required streetscape along Lexington and Caldwell.
3. We request the petition provide a pedestrian plaza at the northwest corner of the site (intersection of South Boulevard & Lexington Avenue), as shown on Figure 1.



Figure 1

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. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte.
2. Adequate sight triangles must be reserved at the existing/proposed street entrances. Adequate 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.
3. The proposed driveway connections to South Caldwell Street and Morehead Street will require driveway permits to be submitted to CDOT and the North Carolina Department of Transportation 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

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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.

4. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. 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.

D. Rorie

cc: S. Correll
Rezoning File