

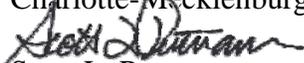


Charlotte Department of Transportation

Memorandum

Date: October 31, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 07-149: Located on the northeast corner of South Church Street and Lincoln Street

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 the Centers, Corridors and Wedges land use strategy to be implemented. This project site is located in a Corridor and appears to support the Centers, Corridors, and Wedges land use strategy as increased mixed-use activity within a Corridor.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are identified below that need to be addressed for CDOT's support of the petition and to bring the site plan into compliance with the TAP and best practices for multimodal transportation.

Vehicle Trip Generation

With the array of uses allowed in I-2 and TOD-M zoning categories, a wide range of trip generation is possible for either the existing or proposed zoning scenarios. Given the size of the site, its proximity to the light rail station and the good street network in the area, CDOT feels that there should only be minor impacts to the transportation system resulting from this rezoning.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. Under the proposed zoning district 8-foot sidewalks and 8-foot planting strips are required on South Church Street and on Lincoln Avenue.
2. The development needs to provide an internal system of sidewalks that connects the building entrance(s) to the sidewalk(s) along the public street consisting of 5-foot sidewalks and 8-foot planting strips.

3. According to the South End Transit Station Area Plan, South Church Street is classified as a "Street with Adequate Width". This means that the existing width will accommodate two-way traffic and the existing curb-line will remain in its present location now and in the future. Therefore, the TOD setback will be measured from the back of the existing curb line.
4. According to the South End Transit Station Area Plan, Lincoln Avenue is classified as "Street with Acceptable Width (optional widening for on-street parking)". This means that the existing width will accommodate two-way traffic, but not on-street parking. Because on-street parking is highly encouraged at this location, the TOD setback will be measured from the back of the proposed curb line adjusted for on-street parking.
5. Cross access easements are needed between these properties and the parcel to the east, so that connectivity can be achieved from South Church Street and Lincoln Street. This will provide vehicle access between the parcels without having to enter the public street network.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles are required for Type III driveways and two 10' x 10' sight triangles are required for Type II driveways 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.

Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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.

To facilitate building permit/driveway permit review and approval, the site plan must include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II-modified driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.

Keith MacVean
October 31, 2007
Page 3 of 3

If we can be of further assistance, please advise.

SLP

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