

# Charlotte Department of Transportation

## Memorandum

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**Date:** November 23, 2005

**To:** Keith MacVean  
Planning Commission

**From:** Scott L. Putnam  
Development Services Division

**Subject:** Rezoning Petition 06-009: Located west of South Boulevard and north of Freeland Lane

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With the array of uses allowed in both the B-2 and TOD-M zoning categories, a wide range of trip generation is possible for either the existing or proposed zoning scenarios. Given that the site is adjacent to the Scaleybark Road light rail station 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. All existing site driveways will be subject to current driveways regulations including possible relocation and/or closure with the redevelopment of the site.
2. Any future site plans should include an extension of Dewitt Lane, and any necessary right-of-way dedication, to connect to the adjacent Scaleybark Road light rail station park-and-ride lot. This item will be reviewed during the TOD review process.

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. An 8-foot planting strip and 8-foot sidewalk should be constructed along all public street site frontages. This item will be reviewed during the TOD review process.
2. Future site plans should reflect the installation of a complete sidewalk network that provides internal pedestrian circulation as well as pedestrian access from primary entrances to and from South Boulevard and Freeland Lane, including handicapped access. This item will be reviewed during the TOD review process.
3. Bicycle parking must be provided to meet the amended parking section of the Zoning Code. This item will be reviewed during the TOD review process.

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

South Boulevard is a major thoroughfare requiring a minimum of 80 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 40 feet from the centerline of the roadway.

Adequate sight triangles (35' x 35') must be reserved at the existing intersections of South Boulevard/Freeland Lane and Freeland Lane/Dewitt Lane. 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.

Two 10' x 10' pedestrian sight triangles are required for any proposed driveways to meet requirements. These triangles are measured along the back of the sidewalk and the edge of the driveway. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances/intersection.

Any driveway connections to South Boulevard, Freeland Lane, and/or Dewitt Lane will require driveway permits to be submitted to CDOT for review and approval. The exact driveway locations and width of the driveways will be determined by CDOT and NCDOT during the TOD review process.

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 TOD review and approval, a 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, with radii equal to the planting strip width.
- 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  
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If we can be of further assistance, please advise.

SLP

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Rezoning File (2)