


Charlotte Department of Transportation

Memorandum

Date: May 1, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam 
Development Services Division

Subject: Rezoning Petition 07-078: Located on the northeast corner of South Caldwell Street and Lexington 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 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.
- 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

This site could generate approximately 350 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 350 trips per day if the use remains office. This will have a minor impact on the surrounding thoroughfare system.

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

1. The existing cross access to Associated Realty Investors' First Atlantic Center property needs to remain when redevelopment of the site occurs and widened to an adequate width for two-way traffic. This cross access will provide a convenient internal connection for deliveries and patrons conducting business at each location.
2. Any existing driveway that will not continue to provide access to the site and is identified on the site plan to be abandoned must be removed and replaced with 2.5-foot curb/gutter and sidewalk. This needs to be indicated on the site plan.
3. Lexington Avenue and South Caldwell Street are classified as "streets with acceptable width". This means that the existing width will accommodate two-way traffic and the

existing curb-line will remain in the future. Therefore, the TOD setback will be measured from the back of the existing curbline.

4. A complete sidewalk network that provides internal pedestrian circulation as well as pedestrian access from primary entrances to and from Lexington Avenue and South Caldwell Street, including handicapped access, is needed. (TAP-best practices)

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. Directional wheelchair ramps (two per corner) should be provided at the corner of Lexington Avenue and South Caldwell Street to provide for a convenient pedestrian crossing for the physically challenged and needs to be indicated on the conditional zoning site plan. (TAP-best practices)
2. Raised sidewalk adjacent to and in front of parking spaces needs to be 7 feet wide to accommodate the bumper overhang of parked vehicles and any required accessible space signing requirements without encroaching into the sidewalk.

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

The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align or to have the proper separation distance with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

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.

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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.

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)