


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 07-081: Located on the northeast corner of West Boulevard and Hawkins 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.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. These items will be addressed during the TOD review process.

Trip Generation

With the array of uses allowed in both the B-1 and TOD-M zoning categories, a wide range of trip generation is possible for either the existing or proposed zoning scenarios. Given the site's proximity to the East Boulevard light rail station, and the good street network in the South End area, CDOT feels that there should only be minor impacts to the transportation system resulting from this rezoning.

We have no transportation issues with this petition.

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 10'x10' sight triangles are required for the entrance(s) 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.

The proposed driveway connection(s) will require a driveway permit(s) to be submitted to CDOT for review and approval. The exact driveway location(s) and type/width of the

Keith MacVean

May 1, 2007

Page 2 of 2

driveway(s) will be determined by CDOT during the TOD review process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

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.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske
M.M. Magnasco
J.D. Kimbler
A. Christenbury
E.D. McDonald
CMPC
Kirco Acquisitions, LLC/Dean Kiriluk
Rezoning File (2)