



# Charlotte Department of Transportation

## Memorandum

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**Date:** May 1, 2008

**To:** Tammie Keplinger & Tom Drake  
Charlotte-Mecklenburg Planning Department

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

**Subject:** Rezoning Petition 08-062: Located on the northwest corner of South Church Street and Quincey Street

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### 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 activity in a transit station area.

Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are provided below that address revisions for CDOT to support the petition and to bring the petition into compliance with the TAP and best practices for multimodal transportation.

### Vehicle Trip Generation

With the array of uses allowed in TOD-MO 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 good street network and near the LYNX Blue station in the area, CDOT feels that there should only be minimum 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. According to the South End Transit Station Area Plan, South Church and Quincy Streets are each 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.
2. The proposed zoning district requires 8-foot sidewalks and 8-foot planting strips along South Church and Quincy Streets.

3. This property needs to have cross access with adjacent uses to the north and west to provide inter-connectivity so that access between uses will not require unnecessary use of South Church and Quincy Streets. Additionally, cross access may enable this site to not need any driveways, in combination with alley access.
4. The public alley will not be abandoned unless all properties on the entire block redevelop simultaneously. Upon subsequent design review, the developer will be strongly encouraged to create alley-fed development so as to minimize or eliminate the need for driveways.

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). 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 proposed driveway connection(s) to South Church Street and Quincey Street will require a driveway permit(s) to be submitted to CDOT. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. Locations of the driveway(s) must 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

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