



Charlotte Department of Transportation

Memorandum

Date: March 26, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-072: Located on the West side of South Boulevard
between New Bern Street and Greystone
Road

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.

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:

The future curbline on South Boulevard needs to be the larger of what is recommended in the New Bern station area plan or what was built in the adjacent 3030 South project.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 10' x 10' 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) to South Boulevard will require a driveway permit(s) to be submitted to CDOT for review and approval. The exact driveway location(s) and type/width of

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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 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 (via email)
M. M. Magnasco– Review Engineer (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E.D. McDonald (via email)
CMPC/Tom Drake (via email)
C.L. Helt (via email)
NCDOT/Louis Mitchell (via email)
NCDOT/Scott Cole (via email)
Rezoning File