



Charlotte Department of Transportation

Memorandum

Date: July 29, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-121: Located on the south side of West Boulevard and the north side of West Worthington 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 Transit Station Area of the South 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

With the array of uses allowed in I-2 and TOD 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 in the area, 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 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. This property needs to have cross-access at a minimum between the two parcels included in this rezoning request. Ultimately these properties should be internally connected with as many abutting properties as possible, so as to provide inter-connectivity and access between uses that will not require unnecessary use of streets.
2. The South End Transit Station Area Plan includes a new adopted cross section for West Boulevard. This new cross section has a 53-foot back-of-curb width, whereas the current

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cross-section varies. Therefore, the TOD setback will be measured from the back of the future curb line.

3. The proposed zoning district requires 8-foot sidewalks and 8-foot planting strips along West Boulevard, as measured from the future curb line, as well as 8-foot sidewalks and 8-foot planting strips along West Worthington Avenue.

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

Proposed driveway connection(s) to West Boulevard and West Worthington Avenue will require driveway permit(s) to be submitted to CDOT for review and approval. 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 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/slh

- c: R. H. Grochoske (via email)
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Rezoning File