



Charlotte Department of Transportation

Memorandum

Date: June 25, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-088: Located on the southwest corner of south Boulevard and East Carson Boulevard (revised 6/20/08)

We previously commented on this petition in our May 1, 2008 memorandum to you.

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 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 and therefore a TIS will not be required by CDOT.

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

1. There is a proposed City project to realign East Carson Boulevard with Lexington Avenue and install traffic signals at the East Carson/Lexington/South Boulevard intersection. This project includes crosswalks and median refuge islands to facilitate pedestrian movements. The petitioner/developer has agreed to be responsible for the costs associated with these

roadway and intersection improvements including, but not limited to design, construction, pavement markings, and upgrade to steel pole/mast arms for the new traffic signal installation subject to the provisions of and entering into an Infrastructure Reimbursement Agreement (IRA) with the City. The IRA will be included as part of any Council decision on this rezoning petition. This needs to be more specifically noted on the plans.

2. The realignment of Carson Boulevard must meet the City's design standards and provide proper lane alignment for tie-ins to existing sections of Carson Boulevard and Lexington Avenue. Adjustments to Lexington Avenue east of South Boulevard may be necessary to meet minimum design standards/requirements. These items will be further reviewed during the subdivision plan review process. It will be necessary to obtain CDOT's approval of roadway and intersection design/construction plans prior to building/driveway permit plan submittals in order to determine final curblines, setbacks, and right-of-way limits. This needs to be noted on the site plan.
3. The proposed site plan requires the abandonment of portions of Palmer Street and Carson Boulevard. Although it is noted on the site plan that the petitioner will seek abandonment of portions of these streets at a later time through the abandonment process, the site plan does not show the existing rights-of-way. In particular, the location of the property line (future) shown on the Carson Boulevard frontage is not existing and is subject to approved construction plans and City Council's approval of the abandonment. This should be noted on the site plan.
4. We have previously commented on the need for the proposed full access driveway on East Carson Boulevard to directly align opposite the existing driveway on the north side of the street serving the Time Warner employee parking lot. The revised site plan still shows an offset location and notes that the location of the driveway will be coordinated with CDOT during the building/driveway permit process. The site plan and note need to be revised to indicate the location of the proposed driveway must align directly opposite the existing driveway.
5. The developer needs to provide additional right-of-way and/or setback to accommodate a 5-foot bicycle lane along South Boulevard. In areas adjacent to on-street parallel parking the bike lane must be 6 feet in width. Existing lane widths on South Boulevard must be maintained.

If we can be of further assistance, please advise.

SLP

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