



Charlotte Department of Transportation

Memorandum

Date: May 1, 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

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.

However a Transportation Facility Permit (TFP) submitted to Mecklenburg County will be required for this site because the parking structure exceeds 750 spaces; please coordinate with Mecklenburg County and CDOT on the study's requirements. The petitioner has agreed to analyze CDOT's traffic operation concerns during the TFP study associated with the proposed 1,200 space parking deck to ensure entering/exiting vehicles will not adversely impact South Boulevard, East Carson Boulevard and signalized intersections in close proximity to the site. Additional comments may follow our review of the TFP Analysis.

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

1. The developer needs to reconstruct the median and remark the section of South Boulevard between the Arlington Avenue/South Caldwell Street and Carson Boulevard/Lexington Avenue intersections as necessary to accommodate left-turn movements at the proposed full movement access driveway (approximately 40 feet east of the site's western property line. This work will require modifications to the existing concrete median, left-turn storage lengths, and bay taper lengths at several locations to meet both NCDOT/CDOT standards. The developer is responsible for the design, construction, and pavement markings associated with the improvements. These items should be noted on the site plan and will be reviewed during the commercial building permit process.
2. There is a current 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 developer needs to abide by any existing/pending agreements concerning his cost participation in this project.
3. The adopted South End Transit Station Area Plan establishes a new street cross section for South Boulevard (65 feet, back-of-curb to back-of-curb) and East Carson Boulevard (46 feet, b/c to b/c). In both cases, the TOD zoning setback will be measured from the back of the future curb line. However, due to the realignment project described above the new curb line for East Carson Boulevard will be established by CDOT during the building permit process.
4. The developer needs to align the proposed full access driveway on East Carson Boulevard with an existing driveway on the north side of the street serving the Time Warner employee parking lot. The current site plan notes that this existing driveway is to be "realigned" by the developer. The relocation/modification of this driveway needs to include aligning it with the proposed driveway on the south side of East Carson Boulevard.
5. We request that the developer consider adding protected (recessed) on-street parallel parking on South Boulevard by relocating the existing curb.
6. 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.

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 35-foot x 35-foot sight triangles are required for the entrance(s) to meet requirements. All proposed

Tammie Keplinger & Tom Drake

May 1, 2008

Page 3 of 3

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 connections to South Boulevard and East Carson Boulevard will require driveway permits to be submitted to CDOT/NCDOT for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways shown on the site plan are subject to change in order to align with driveways 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.

To facilitate building permit/driveway permit review and approval, the site plan must be revised to include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II-Modified or Type III driveways, if warranted.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Directional wheelchair ramps (two per corner) should be provided at all intersections of public and private streets.
- Include a parking summary with figures for the numbers of parking spaces required and provided.
- Parking deck operations and gate locations.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E.D. McDonald (via email)
Keith Hines (via email)

Harris Development/Tracy Finch (via email)
NCDOT/Louis Mitchell
NCDOT/Scott Cole
Rezoning File