



Charlotte Department of Transportation

Memorandum

Date: July 31, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-124: Located on the south side of East Boulevard
between South Boulevard and Cleveland
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 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

This site could generate approximately 900 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 600 trips per day. This will have a minor and lesser impact on the surrounding thoroughfare system.

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

1. As provided in the South End Transit Station Area Plan, East Boulevard has an adopted new cross-section with a 53' back-of-curb width. Therefore, the TOD setback will be measured from the back of the future curb line.
2. The proposed zoning district requires 6' sidewalks and 8' planting strips along East Boulevard, as measured from the future curb line. In order to facilitate the adopted future curb line of East Boulevard, the developer may construct a wider planting strip in lieu of relocating the curb at this time.

3. The driveway will need to have a minimum offset of 10 feet from the side property line and meet the Type II- Modified (ramp type with radii) driveway design standards. The driveway accessing the parking deck will need to maintain a minimum width of 20 feet for two-way operation. As shown on the site plan, the valet stand conflicts with this requirement.
4. We are not in support of the request to eliminate the required on-site delivery/loading space. If this function is not provided on-site, then waste collection dumpsters will need to be rolled to the street for pick-up and other service deliveries to the site will also need to occur on East Boulevard.
5. The design and operation of the parking deck will be evaluated during the MUDD review process.

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 10-foot x 10-foot 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 to East Boulevard will require a driveway permit to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location and type/width of the driveway will be determined by CDOT during the driveway permit process. The locations of the driveway shown on the site plan are subject to change in order to align with driveway 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.

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

- Meet applicable Land Development Standards (latest revision).
- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb Type II-Modified driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.

If we can be of further assistance, please advise.

SLP

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