



Charlotte Department of Transportation

Memorandum

Date: June 1, 2010

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

From: Michael A. Davis, PE *Mike H. Gubala for*
Development Services Division

Subject: Rezoning Petition 10-046: Located at the intersection of East Boulevard and Scott Avenue. *(received May 26, 2010 to increase parking spaces)*

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 implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Wedge. Such areas should include an interconnected network of thoroughfares and local streets. Specific comments are provided below to link proposed changes in land use with improved transportation network.

Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are provided below to bring the petition into compliance with best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 1,040 trips per day as currently zoned. With the array of uses that would be parking in the proposed 86 space parking lot, a wide range of trip generation is possible for the proposed zoning scenarios. Given the size of the site and its proximity to the good street network in the area, there should only be minor impacts to the transportation system resulting from this rezoning.

We have the following comments regarding apparent conflicts between the proposed rezoning and existing ordinances or policies:

1. Per the adopted East Boulevard Pedscape Plan, the future curb along East Boulevard is 4.5' behind current curb. Relocating the curb is not expected at this time, however the setback needs to be measured from the future curblines. The developer may retain the 5' back-of-curb sidewalks within this space. In place of the 8' screening area shown, the developer should construct street trees in 6' tree wells for the future streetscape along East Boulevard (these street trees will therefore be placed in their future location).~~~~~

2. Per the adopted East Boulevard Pedscape Plan, the setback is to be measured from the existing curb along Scott Avenue, however the adopted streetscape shows an 8' planting strip adjacent to the curb (tree wells a listed alternative) with an 8' sidewalk behind the planting strip. CDOT recommends the trees be planted in the location consistent with the East Boulevard Pedscape Plan.

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
2. 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.

- c: R. H. Grochoske (via email)
J. A. Carroll – Review Engineer (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E. D. McDonald (via email)
T. Votaw (via email)
Rezoning File