



Charlotte Department of Transportation

Memorandum

Date: September 27, 2010

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

From: Michael A. Davis, PE *Rich H. Gresham for*
Development Services Division

Subject: Rezoning Petition 10-067: Located at the southeast corner of the intersection of Elm Lane and Bevington Place and bounded by Rea Road on the east

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 better 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

The existing and proposed conditional plans calls for a greenway park land use. Mecklenburg County Park and Recreation Greenway System are becoming destinations for residents using the greenways and therefore on-site parking may be required to supplement near-by on-street parking when greenway demand is high, especially on weekends. It would be very difficult to determine the amount of daily vehicular trips generated by a given greenway with extensive study. From CDOT perspective and experience, the proposed 43 parking space greenway lot will generate less than 150 trips per day; therefore the site's proximity to the good street network in the area, there should only be minor impacts to the transportation system resulting from this rezoning and provide a designated area for greenway users to park.

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. The proposed driveway connection(s) to Bevington Place will require a 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.

2. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
3. 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)
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Rezoning File