

# Charlotte Department of Transportation

## Memorandum

---

**Date:** November 30, 2005

**To:** Keith MacVean  
Planning Commission

**From:** Scott L. Putnam  
Development Services Division

**Subject:** Rezoning Petition 06-012: Located west of South Boulevard and east of Youngblood Street

---

This site could generate approximately 60 trips per day as currently zoned. With the array of uses allowed in the TOD-M zoning district, a wide range of trip generation is possible for development under the proposed zoning. Given that the site is within a light rail station area, CDOT feels that there should only be minor impacts to the transportation system resulting from this rezoning.

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

1. This petition should be converted to a conditional petition. CDOT is concerned about access to the site and the developer's intent to connect this site to South Boulevard with an extension of Poindexter Street.
2. The petitioner has expressed a desire to extend Poindexter Street west from South Boulevard and across the light-rail line to serve the site. While CDOT generally supports construction of additional street network like this, such an extension would negatively impact the operation of the traffic signal at the South Boulevard/Poindexter Street intersection for several reasons. One, it would add a fourth leg to a traffic signal, which would require additional green time to serve, taking away capacity from South Boulevard. Two, the traffic signals at the Remount Road/Ideal Way and Poindexter Street intersections are already closer than is recommended for good signal spacing; adding a fourth leg would compound the problem because of the need to allocate additional green time. Three, there would need to be transit preemption on that signal that would further impede progression along South Boulevard by interrupting the coordinated system along South Boulevard. CDOT reserves the right to require a traffic study to be submitted to analyze the impacts that extending Poindexter Street would cause, and CDOT may recommend denying/disapproving the extension of Poindexter Street upon review.
3. The conditional plan needs to list who would construct the extension of Poindexter Street should it be supported and acknowledge that offsite right-of-way would need to be acquired to do so.

4. Roadway improvements on Youngblood Street should include bicycle lanes.
5. The site plan needs to show a complete, comprehensive sidewalk network that provides internal pedestrian circulation as well as pedestrian access from primary entrances to and from Youngblood Street, Poindexter Street, etc.

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' x 10' 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 exact driveway location(s) and type/width of the site's driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) 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.

All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

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 should be drop curb ramp Type II-modified driveways (with radii).
- 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.

Keith MacVean  
November 23, 2005  
Page 3 of 3

If we can be of further assistance, please advise.

SLP

c: W.B. Finger  
M.M. Magnasco  
Brian Fowler/Debbie Self  
J.D. Kimbler  
A. Christenbury  
E.D. McDonald  
CMPC  
Citiline Development  
Rezoning File (2)