


Charlotte Department of Transportation

Memorandum

Date: May 30, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam 
Development Services Division

Subject: Rezoning Petition 07-097: Located on the west side of South Boulevard
at the intersection of Poindexter Drive

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

With the array of uses allowed in both the I-2 and TOD-M 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 light rail station, and the good street network in the 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. It is planned to extend Poindexter Street in its current alignment from South Boulevard to a location across the railroad tracks to connect with other planned streets to provide a well connected street network. Right-of-way will need to be dedicated for this purpose through the development process. Should the railroad company not approve the crossing, then right-of-way for a cul-de-sac will need to be provided.
2. The future street width of South Boulevard without a median is 65 feet measured from back-of-curb to back-of-curb. The building setback is measured 24 feet from the back of this

future curb. The location of the future curb will be determined during the Transit Oriented Development (TOD) review process.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

Consistency with the TAP and best practices:

1. 8-foot sidewalks and 8-foot planting strips need to be provided on the extension of Poindexter Drive consistent with best practices in a TOD environment.
2. 5-foot sidewalks and 8-foot planting strips need to be provided on all internal streets.
3. Future site plans should reflect installation of a complete sidewalk network that provides internal pedestrian circulation as well as pedestrian access from primary entrances to and from Poindexter Drive, including handicapped access.

The existing Poindexter Drive is classified as a “street with acceptable width”. This means that the existing width will accommodate two-way traffic and the existing curb-line will remain in the future. Therefore, the TOD setback along Poindexter Street will be measured from the back of the existing curb-line as it is extended across South Boulevard.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35’ x 35’ 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.

All existing site driveways will be subject to current driveway regulations including possible relocation and/or closure driveways with the redevelopment of the site. These items will be reviewed during the TOD review process.

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.

Keith MacVean

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If we can be of further assistance, please advise.

SLP

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