


Charlotte Department of Transportation

Memorandum

Date: November 30, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 07-137: Located on the west side of South Boulevard and the south side of Remount Road (revised 11/13/2007)

We previously commented on this petition in our October 30, 2007 memorandum to you.

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 as increased activity within a transit-station area.
- 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 TOD-M and TOD-M (O) 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. The site plan shows what seems to be an easement for cross access to adjacent properties. An easement in the rear of the property that is wide enough for 2-way operation between Remount Road and the proposed extension of Poindexter Drive is desirable and recommended. The easement could have a minimum width of 18-20 feet. (*Previous Review Comment – 1*)

2. A SU-30 (delivery and waste removal truck), and a P-19 (passenger vehicle) turning templates should be shown on the site plan to insure these two design vehicles can maneuver throughout the site.
3. A loading zoning needs to be identified next to each building on the site plan.
4. To keep southbound vehicles which desire to enter the site from backing up on South Boulevard, it would be best if the one way driveway on South Boulevard was an exit only, not an entrance. It also appears the internal parking circulation pattern is configured to accommodate and facilitate one-way traffic towards South Boulevard.

If we can be of further assistance, please advise.

SLP

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