

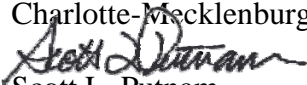
# Charlotte Department of Transportation

## Memorandum

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**Date:** October 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

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**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.
2. It appears that the property line is located between the new light rail tracks. Please verify and identify/show the location of the light rail right-of-way/easement.
3. The parking space dimensions and layout need to be in conformance with the Charlotte Land Development Standards Manual. These items need to be dimensioned and scaled on the conditional site plan to determine whether they can be constructed as shown.

4. To avoid conflicting movements and minimize the impact of the overall width of the driveways on the streetscape, only a single 2-way driveway will be approved for the site. As shown the internal circulation between the driveways is located in the setback and cannot be approved. This function can be designed to occur beyond the required setback. The site plan needs to be revised accordingly.
5. The existing rights-of-way for Remount Road and South Boulevard need to be shown on both sides of the road and dimensioned from the right-of-way centerline on the conditional site plan.
6. Required setbacks needs to be shown on the site plan. The setback is measured from the back of either the existing or future curbline as determined by CDOT/Planning Department.

South Boulevard. Required setback of 24 feet measured from the back of the future curbline that is located 34.5 feet from the centerline of the existing right-of-way. The conditional site plan needs to show these items in the 24-foot setback: 8-foot hard landscape, 8-foot planting strip, and 8-foot sidewalk.

Remount Road. Required setback of 16 feet measured from the back of the future curbline to be determined through the urban review process. The conditional site plan needs to show these items in the 16-foot setback: 8-foot planting strip and 8-foot sidewalk.

7. Remount Road and South Boulevard are major thoroughfares (inside Route 4) requiring a minimum of 80 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 40 feet from the centerline of each roadway.

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 Type II driveways 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 proposed driveway connection(s) to Remount Road will require a driveway permit 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.

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 must be drop curb ramp Type II-Modified (8-foot radii) driveways.
- 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.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske  
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Rezoning File (2)