


Charlotte Department of Transportation

Memorandum

Date: October 31, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 07-154: Located on the west side of South Boulevard
between East Carson Boulevard and
Arlington Avenue

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 mixed-use activity within a Corridor.
- 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 B-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. According to the South End Transit Station Area Plan, the 24-foot setback on South Boulevard is to be measured from the back of a future curbline. In locations where there is a 4-foot median, the back of the future curbline is located 34.5 feet from the centerline of the roadway and in locations without the median, 32.5 feet from the centerline of the roadway. The 24-foot setback includes: 8-foot hard landscape, 8-foot planting strip, and 8-foot sidewalk along South Boulevard.

2. According to the South End Transit Station Area Plan, East Carson Boulevard is classified as a "Street with Adequate Width". This means that the existing width will accommodate two-way traffic and the existing curb-line will remain in its present location now and in the future. Therefore, the TOD setback will be measured from the back of the existing curb line.
3. The proposed zoning district requires 8-foot sidewalks and 8-foot planting strips on East Carson Boulevard.
4. The development needs to provide an internal system of sidewalks that connects the building entrance(s) to the sidewalk(s) along the public street consisting of 5-foot sidewalks and 8-foot planting strips.
5. This property needs to have a cross access easement agreement with adjacent parcels to the south to provide inter-connectivity so that access between parcels will not require unnecessary use of South Boulevard.

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

South Boulevard is major thoroughfare (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 the roadway.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles are required for Type III driveways and two 10'x10' sight triangles are required for 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.

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.

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)