



Charlotte Department of Transportation

Memorandum

Date: May 26, 2009

To: Tom Drake & Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE *Rich H. Hershman for*
Development Services Division

Subject: Rezoning Petition 09-056: Located along South Tryon Street

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 implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Mixed-Use Center. Such areas should include a dense and interconnected street network. Specific comments are provided below to link proposed changes in land use with improved transportation network.

Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are provided below to bring the petition into compliance with best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 528 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 2,710 trips per day. This will have a minor impact on the surrounding thoroughfare system.

CDOT requests the following changes to the rezoning plan:

1. South Tryon Street is a major thoroughfare requiring a minimum of 100 feet of right-of-way. We request that the petitioner convey right-of-way in fee simple title to meet this requirement

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). A 35' x 35' sight triangles are required at the public street intersections 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.

2. The proposed driveways to the site should be Type II Modified driveways with 8-foot radii and have a minimum of 40 feet of channelization before the first private driveway.
3. The proposed driveway connection(s) to Steelecroft Parkway and Grandiflora Drive will require a driveway permit(s) to be submitted to CDOT and 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.
4. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
5. 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.

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