



# Charlotte Department of Transportation

## Memorandum

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**Date:** July 26, 2010

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

**From:** Michael A. Davis, PE *Mike Davis*  
Development Services Division

**Subject:** Rezoning Petition 10-051: Located on the west side of Bingham Drive  
near North Tryon Street

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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 implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Corridor. Such areas should include a dense and interconnected network of thoroughfares and local streets. 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

With the array of uses allowed within the I-2 zoning categories, a wide range of trip generation is possible for either the existing zoning scenarios. Under the proposed zoning the site could generate approximately 220 trips per day. This will have a minor impact on the surrounding thoroughfare system.

In addition to the comments above, CDOT requests the following changes to the rezoning plan:

1. The proposed site plan appears to have limited parking for three and four bedroom units. CDOT recommends the petitioner design the public street to allow for parking on both sides. Due to the number of driveways that currently front the public street on street parking is not feasible for the length of the public street. The site could be reconfigured to have alley-fed parking along the public street to accommodate the on-street parking. Since the proposed public street is in a location for a planned roadway connection currently planned as an Avenue type street the residential wide cross section would allow for traffic calming for the residential area as well as facilitate the traffic flow.
2. Realigning the new public street to align with the residentially zoned parcel (09105106) would help to improve block spacing from North Tryon Street, intersection geometry at Bingham Drive, and buffering from adjoining industrially zoned property (Parcel

09105107). As a result of this request, the private street may shift from spurring south to north off the new public street.

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. The connection of the proposed private street to the proposed public street should be built with a 4 foot concrete strip to indicate the separation on the public and private streets.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance. Two 35' x 35' sight triangles are required for the entrance to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance. Such items should be identified on the site plan.
3. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
4. 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