



# Charlotte Department of Transportation

## Memorandum

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**Date:** March 25, 2013

**To:** Tammie Keplinger  
Charlotte-Mecklenburg Planning Department

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

**Subject:** Rezoning Petition 13-041: Approximately 1.02 acres located on the south corner at the intersection of Griffith Street and South Tryon Street.

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CDOT has completed a review of the subject petition in order to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users. Based on our review of the petition, we offer the following comments.

### Vehicle Trip Generation

This site could generate approximately 460 trips per day as currently zoned if developed as a 25,000 sf office building. Under the proposed zoning the site could generate approximately 1,300 trips per day.

### We have the following comments regarding apparent conflicts between the proposed rezoning and existing ordinances or policies:

1. The New Bern Station Area Plan recommends a future curb line that is 10.5 feet from the existing back of curb, and a 24' building setback from the future back of curb. The proposed site plan appears to provide a 16' setback from the future back of curb, and not the 24' setback recommended in the area plan.

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

1. We recommend a one-way vehicular circulation plan, with the ingress maneuver occurring on South Tryon Street and the egress maneuver on Griffith Street.
2. Please provide vehicular turning maneuvers for truck shown on the site plan to ensure adequate vehicular circulation can occur onsite without any vehicular maneuvering in the public right-of-way or required setback. The turning movements need to show the subject truck accessing the loading dock shown on the site plan.

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.

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1. CDOT does not support the relocated curb and gutter as proposed on the rezoning site plan. The existing curb and gutter should remain in its current location, but establish the proposed building setback from the future curb line on South Tryon Street (NC 49).
2. The first proposed on-street parking space on Griffith Street must start 50' from the intersection radius as to not negatively interfere with sight lines and pedestrian movements at the intersection.
3. All unused driveways on both South Tryon (NC 49) and Griffith Street will need to be closed during the driveway permit process. Closing the subject driveways will involve eliminating the driveway apron(s) and replacing them with standard curb and gutter across the site's public street frontage.
4. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte.
5. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' and two 10' x 70' sight triangles are required for the entrance(s) 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.
6. The proposed driveway connection(s) to South Tryon Street (NC 49) and Griffith Street will require driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways shown on the site plan are subject to change in order to align with driveways on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
7. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
8. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
9. 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.

Tammie Keplinger  
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D. Rorie

cc: S. Correll  
Rezoning File