



Charlotte Department of Transportation

Memorandum

Date: November 23, 2005

To: Keith MacVean
Planning Commission

From: Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 06-010: Located west of Camden Road and south of South Tryon Street

With the array of uses allowed in both the I-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 Rensselaer Avenue light rail station, and the good street network in the South End 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. In the TOD zoning district, setbacks are measured from the back of an existing or proposed curb line. According to the South End Transit Station Area Plan (adopted in June 2005) Tryon Street is classified as a street with a future "new cross-section." This means that any new building along South Tryon will be required to be set back from a future back-of-curb location. The South End Transit Station Area Plan specifies the future back-of-curb location for South Tryon as 30 feet from the existing centerline of the roadway.

According to the South End Transit Station Area Plan Camden Street is classified as a "street with adequate width." This means that the existing cross section will not change and the TOD setbacks for any new development will be measured from the existing back of curb.

2. All existing site driveways will be subject to current driveways regulations including possible relocation and/or closure with the redevelopment of the site. These items will be reviewed during the TOD review process.

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. Any new construction on the proposed site should include an 8-foot planting strip and 8-foot sidewalk along the South Tryon and Camden Road frontages. This item will be reviewed during the TOD review process.

2. Bicycle parking must be provided to meet the amended parking section of the Zoning Code. This item will be reviewed during the TOD review process.
3. Future site plans should reflect installation of a complete sidewalk network that provides internal pedestrian circulation as well as pedestrian access from primary entrances to and from Tryon Street or Camden Road. This item will be reviewed during the TOD review process.

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

South Tryon Street is a major thoroughfare 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.

An adequate sight triangle must be reserved at the existing intersection of South Tryon Street and Camden Road and at all driveways. Two 10' x 10' pedestrian sight triangles are required for any proposed driveways to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances/intersection.

Any proposed driveway connections to South Tryon Street will require driveway permits to be submitted to CDOT and NCDOT for review and approval. The exact driveway locations and width of the driveways will be determined by CDOT and NCDOT during the TOD review process.

Any proposed driveway connections to Camden Road will require driveway permits to be submitted to CDOT for review and approval. The exact driveway locations and width of the driveways will be determined by CDOT during the TOD review process.

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/State maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT/NCDOT prior to the construction/installation of the non-standard item(s). Contact CDOT/NCDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

To facilitate TOD review and approval, a site plan must include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II-modified driveways, with radii equal to the planting strip width.

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- 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

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Rezoning File (2)