Date: November 27, 2007

To: Keith MacVean
                 Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam
                 Development Services Division

Subject: Rezoning Petition 08-005:   Located at the intersections of Camden Road,
                                              West Summit Avenue, and 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 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 activity in a transit station area.

• 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 MUDD 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 general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

According to the South End Transit Station Area Plan, Camden Road 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.

The proposed zoning district requires 8-foot sidewalks and 8-foot planting strips on Camden Road.

This property needs to have a cross access with adjacent uses to the north and east to provide inter-connectivity so that access between uses will not require unnecessary use of Camden Road.

Adequate sight triangles must be reserved at the proposed street entrance(s). Two 10' x 10'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.

Any proposed driveway connection(s) to Camden Road will require a driveway permit to be submitted to CDOT 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.

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

c: R. H. Grochoske (via email)
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