


Charlotte Department of Transportation

Memorandum

Date: December 18, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 07-124: Located on the east side of South Tryon Street
between Doggett Street and Tremont Avenue
(revised 10/30/08)

We previously commented on this petition in our August 29, 2007 memorandum to the Charlotte-Mecklenburg Planning Department.

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.
- 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.

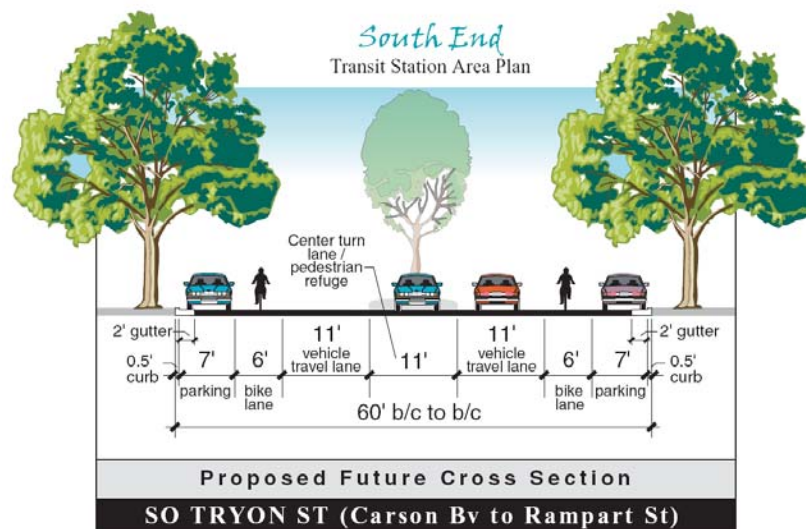
Vehicle Trip Generation

With the array of uses allowed in I-2, 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:

1. Under the proposed zoning 8-foot sidewalks and 8-foot planting strips on Tryon Street, Doggett Street and Tremont Avenue will be required. (*Previous review comment – 2nd time*)
2. The development needs to provide an internal system of sidewalks that connects the building entrance(s) to the sidewalk(s) along the public street consisting of 5-foot sidewalks and 8-foot planting strips. (*Previous review comment – 2nd time*)

3. The cross-section shown for the new street needs to include an 18-inch wide median (mountable) curb along the eastern edge of pavement. This is needed to allow the street to safely function as one-way until adjacent redevelopment to the west provides for a full cross-section of a Local Residential-Wide street design in accordance with the Urban Street Design Guidelines (USDG).
4. The 16-foot setback shown along West Tremont Avenue needs to be measured from the future curb line, not the edge of pavement. According to the South End Transit Station Area Plan, West Tremont Avenue is a street with adequate width. The developer is required to install curb and gutter (2.5 feet) along the property's frontage on West Tremont Avenue. The 16-foot setback will be measured from the back of the new curbline.
5. The South End Transit Station Area Plan also indicates that Doggett Street is a street with acceptable width with optional widening for on-street parking. The pending TOD zoning text amendment requires on-street parking at this location. The existing curbline needs to be relocated to accommodate the on-street parking and the 16-foot building setback measured from the back of this new curbline.
6. According to the South End Transit Area Plan the future street width of South Tryon Street is 60 feet measured from back-of-curb to back-of-curb. The building setback is measured 16 feet from the back of this future curb where on-street parking exists. The location of the future curb will be determined during the Transit Oriented Development (TOD) review process.



7. All existing driveways need to be removed and replaced with curb, gutter, and sidewalk. Driveway permits need to be obtained for new/proposed driveway locations that will be reviewed during the urban review process.

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8. Re-label the Future Street as a New Street as it will be required to be constructed with redevelopment of the site under the proposed zoning.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske
S. L. Habina - CDOT Review Engineer
B. D. Horton
A. Christenbury
E.D. McDonald
Walt & Helen Perry
Scott & Lisa Yarbrough
Rezoning File