


# Charlotte Department of Transportation

## Memorandum

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**Date:** November 1, 2007

**To:** Keith MacVean  
Charlotte-Mecklenburg Planning Department

**From:**   
Scott L. Putnam  
Development Services Division

**Subject:** Rezoning Petition 07-155: Located on the southwest quadrant of North Tryon Street and East Sixth 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 the Centers, Corridors and Wedges land use strategy to be implemented. This project site is located in a Center and appears to support the Centers, 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

This site could generate approximately 700 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 850 trips per day. This will have a significant / minor impact on the surrounding thoroughfare system.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. The City Center Transportation Plan (CCTP) requires a 16-foot setback on East Sixth Street. The CCTP includes a recommendation to narrow Sixth Street from 3 lanes to 2 lanes between College and Tryon Streets. This will contribute to providing the 16-foot setback that is measured from the back of the proposed curbline. The petitioner will be responsible for the design, construction and any other associated costs to implement the narrowing of the street and may include curb bulb-outs/extensions at Sixth Street and College Street. The new curb installed along Sixth Street needs to be vertical curb, which will provide additional width for the curb lane and sidewalk. A 3.5 to 1 curb line taper needs to be constructed between the Hearst Tower parking garage entrance and the back building line of the Carolina Theatre. The existing sidewalk in front of the Hearst Tower does not need to be widened and

therefore the existing curbline can remain at this location. The City will advise the petitioner of the final Sixth Street narrowing concept plan. This improvement needs to be shown on the site plan in order to show that the 16-foot setback requirement will be met.

2. The setback line is incorrectly shown on North Tryon Street. The UMUD ordinance provides that the setback is 12 feet from the back of the curbline or at the right-of-way line, whichever is greater. The setback line is the right-of-way line at this location. The plans need to be revised accordingly.
3. Vehicle access to North Tryon Street is prohibited for new developments within the Tryon Street Mall (Stonewall Street to 11<sup>th</sup> Street). All vehicle access needs to be from East Sixth Street and a note on the plan should indicate this requirement.
4. The parking deck layout/design needs to be in compliance with the Charlotte Land Development Standards Manual and CDOT's Parking Deck Design Guidelines. 10'x10' sight triangles are required at the parking deck driveways and are measured along the setback line and the interior (of site) edge of the driveway. These items will be reviewed during the urban review building/driveway permit process.
5. The site plan shows several doors that open into the setback/right-of-way and cannot be approved as shown. The doors must either be recessed or open inward so that there is no encroachment into the setback/sidewalk area.
6. The proposed marquee is located in the public right-of-way. All requests to install items in the public right-of-way require review and approval by CDOT through the right-of-way encroachment agreement process. Contact Linda Poissant (704.336.2562) for additional information including cost, insurance, and submittal requirements.
7. The existing right-of-way line on the opposite side of East Sixth Street and North Tryon Street needs to be shown and the width of right-of-way needs to be dimensioned on the site plan.
8. Existing pavement markings, driveways, curb, gutter, and sidewalk need to be shown on adjacent parcels and on the opposite side of both East Sixth Street and North Tryon Street.
9. As discussed previously, no new underground vaults/grates are permitted within the setback/right-of-way.

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

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). 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.

The proposed driveway connection(s) will require a driveway permit(s) 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.

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

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Rezoning File (2)