

Charlotte Department of Transportation

Memorandum

Date: May 26, 2006

To: Keith MacVean
Planning Commission

From: Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 06-091: Located on South Tryon Street and Winnifred Street, between Palmer Street and Catherine 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 Carson Boulevard 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 general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

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) South 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.
2. According to the South End Transit Station Area Plan (adopted in June 2005) Palmer Street is classified as a “street with acceptable width.” This means that the existing width will accommodate two-way traffic and parking on one side of the street. Therefore, the TOD setback will be measured from the back of the existing curbline. Because the existing width only allows for parking on one side of the street the developer may choose to add recessed parking along the site’s frontage to ensure that parking will be allowed on their side of the street in the future. These items will be reviewed during the TOD review process.
3. According to the South End Transit Station Area Plan (adopted in June 2005) Winnifred Street along this property frontage is classified as a “street with adequate width.” This means that the existing width will accommodate two-way traffic and parallel parking on both sides of the street. Therefore, the TOD setback will be measured from the back of the existing curbline.

4. 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.
5. 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 South Tryon Street, Palmer Street, and Winnifred Street, including handicapped access. This item will be reviewed during the TOD review process.
6. Adequate sight triangles must be reserved at the existing intersection of Palmer Street and Winnifred Street, and at all driveways. Two 10' x 10' pedestrian sight triangles are required for any proposed driveways to existing public streets to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances/intersection.
7. Any driveway connection 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.
8. Any proposed driveway connections to Palmer Street or Winnifred Street 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.

If we can be of further assistance, please advise.

SLP

c: M.K. Dewey
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Commercial Opportunities, LLC - InSite Properties, LLC
Rezoning File (2)