



Charlotte Department of Transportation

Memorandum

Date: July 31, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 07-107: Located on the northeast and northwest corner of North College Street and East Trade 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 Center 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

This site is located in Uptown and the site does not change the allowed uses (all UMUD uses), so trip generation is not calculated.

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

1. CDOT does not support the proposed valet/dropoff lanes on Trade Street.
2. Optional provisions 1a, 1c, 1d, and 2a must also reflect the fact that appropriate air-rights and temporary construction easements must also be obtained for structures located within a right-of-way. These easements may require approval by City Council separate from this rezoning.
3. Setbacks in UMUD are measured from future curblines and were revised last year with the adoption of the Center City Transportation Plan. Setbacks now vary by street rather than the previous required uniform setback of 12 feet. The boundary survey notes incorrectly state that the setback is 12 feet. However, the setbacks shown on the site plan reflect the correct setbacks and are listed below:

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- College Street: 16 – 22 feet, including minimum acceptable pedestrian space between structural columns supporting the proposed winter garden:
 - Fifth Street between Tryon and College Street: 16 – 22 feet
 - Fifth Street between College Street and LRT: 16 – 22 feet
 - Trade Street between LRT and College, including valet drop-off: 22 feet
 - Trade Street between College and Tryon Street: 22 feet
4. The site is adjacent to the Trade Street/Transportation Center light rail station. Since the site plan includes pedestrian access across College Street via overstreet connections, direct pedestrian pathways to access the light rail station need to be provided.

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

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
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Rezoning File (2)