


Charlotte Department of Transportation

Memorandum

Date: August 29, 2007

To: Keith MacVean
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

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.

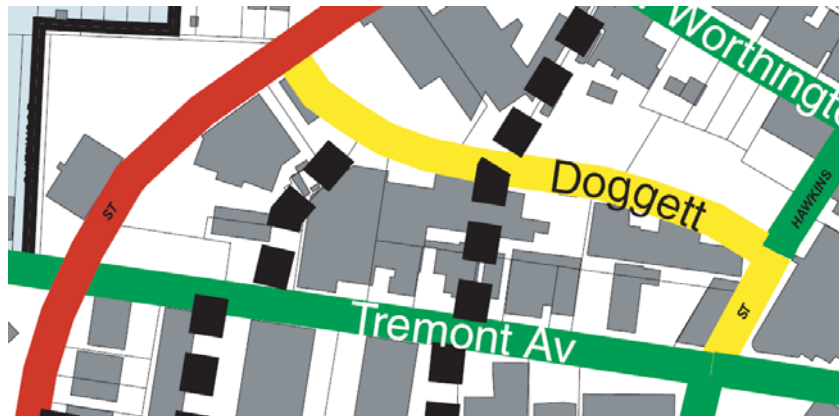
Vehicle Trip Generation

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.

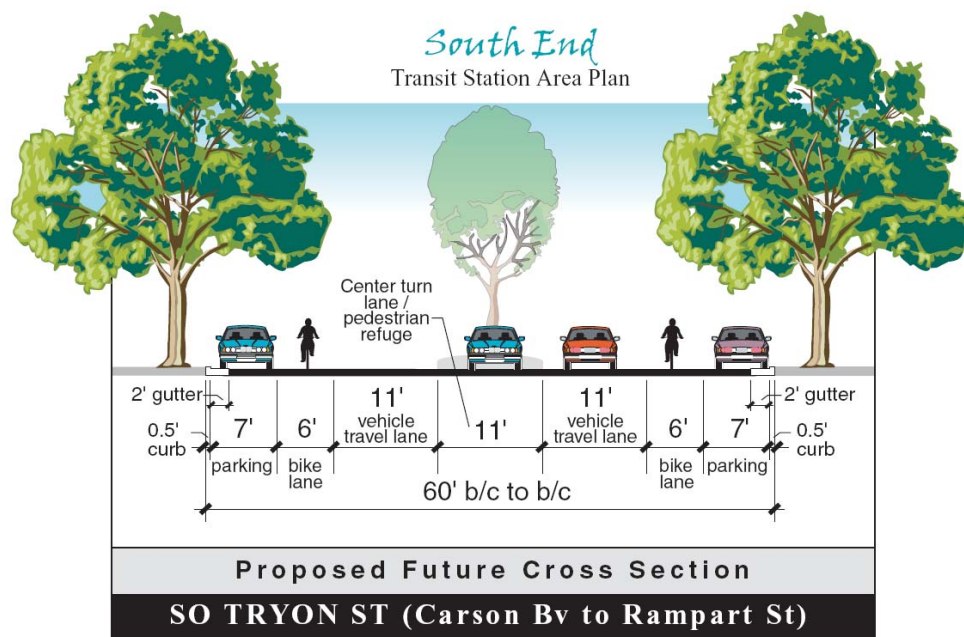
We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

1. Under the proposed zoning 8-foot sidewalks and 8-foot planting strips on Tryon Street, Doggett Street and Tremont Avenue will be required.
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.

3. The adopted South End Transit Area Plan includes a new public street from Doggett Street to Tremont Avenue across this parcel to provide a well connected street network with block lengths no greater than 400 feet. Right-of-way will need to be dedicated for this purpose through the development process. The street cross section and right-of-way width should be determined prior to subdivision submittal for the new street (proposed *Urban Street Design Guidelines*).



4. 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.



5. Tremont Avenue is classified as “Street with Acceptable Width”. This means that the existing width will accommodate two-way traffic and the existing curb-line will remain in the future. Therefore, the TOD setback will be measured from the back of the existing curbline.
6. Dogget Street is classified as “Street with Acceptable Width (optional widening for on-street parking)”. This means that the existing width will accommodate two-way traffic, but not on-street parking. Because on-street parking is highly encouraged at this location, the TOD setback will be measured from the back of the proposed curbline adjusted for on-street parking.

South Tryon Street is a major thoroughfare (inside Route 4) requiring a minimum of 80 feet of right-of-way. If it does not exist, the developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 40 feet from the centerline of the roadway.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35 by 35-foot and two 10 by 70-foot 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.

The proposed driveway connection(s) to South Tryon Street will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation 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.

All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

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.

To facilitate building permit/driveway permit review and approval, the submitted site plan must include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II-Modified driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)