



# Charlotte Department of Transportation

## Memorandum

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**Date:** March 28, 2008

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

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

**Subject:** Rezoning Petition 08-076: Located at the intersection of South Tryon Street and Ayrley Town Boulevard SPA

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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, 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.

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

1. It is our understanding that the only purpose for the Site Plan Amendment is to increase the amount and type of signing.
2. The application states that the requested signing installation is located within the Ayrley development and will have no main thoroughfare exposure. However, the site plan (Sheets A-1 and A-2b) indicates that the programmable LED signing is mounted on the South Tryon Street frontage of the buildings, facing this major thoroughfare. The petitioner needs to reconcile this apparent inconsistency.
3. Should the signing be mounted to face South Tryon Street, our concern is that any animated/movable image signing may conflict with visibility of traffic signals or impact driver's attention at this signalized intersection. The signing may be located at a sufficient distance from the signals and intersection so that is not a concern. However, because Sheet A-2b is not drawn to scale, we cannot make this determination at this time. We request that

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details be provided that show vertical and horizontal offset dimensions of the signs from any traffic signals/pole installations.

4. Any dynamic signing display facing a thoroughfare should not have a change rate of less than 8 seconds.

If we can be of further assistance, please advise.

SLP

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- Rezoning File