



# Charlotte Department of Transportation

## Memorandum

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**Date:** October 28, 2008

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

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

**Subject:** Rezoning Petition 08-149: Located on the east side of South Tryon Street  
between Remount Road and Basin 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 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-1 and TOD zoning categories, a wide range of trip generation is possible for either the existing or proposed zoning scenarios. Given the size of the site and its proximity to the good street network in the area, there should only be minor impacts to the transportation system resulting from this rezoning.

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

1. The setback in this zoning district is measured from the back of either the existing or future curb line. The adopted New Bern Transit Station Area Plan establishes a future curb line for South Tryon Street that is located 10 feet beyond the existing curb line. The required 16-foot setback along South Tryon Street needs to be measured from the back of this future curb line.
2. The required 16-foot setback along South Tryon Street includes an 8-foot planting strip and an 8-foot sidewalk. The future curb line is not required to be constructed at this time. However, in order to facilitate the adopted street cross section and future curb line of South Tryon Street, the sidewalk needs to be constructed in its future location resulting in a wider planting strip.

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

South Tryon Street is a major thoroughfare (inside Route 4) requiring a minimum of 80 feet of right-of-way. 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.

Any proposed driveway connection(s) will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation (NCDOT) for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT and NCDOT during the driveway permit process. The locations of the driveway(s) must align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

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

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 or state maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT/NCDOT prior to the construction/installation of the non-standard item(s). Contact CDOT/NCDOT 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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| c: R. H. Grochoske (via email)             | CMPC (via email)                      |
| S. L. Habina – Review Engineer (via email) | Yajjon, LLC/Johnny Morgan (via email) |
| B. D. Horton (via email)                   | NCDOT/Louis Mitchell (via email)      |
| A. Christenbury (via email)                | NCDOT/Scott Cole (via email)          |
| M. A. Makoid (via email)                   | Rezoning File                         |