



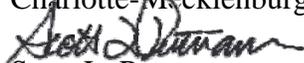
# Charlotte Department of Transportation

## Memorandum

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**Date:** April 1, 2008

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

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

**Subject:** Rezoning Petition 08-056: Located on the southwest corner of Nations Ford Road and West Tyvola Road (revised 2/25/08)

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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 does not currently appear to support the Centers, Corridors and Wedges land use strategy, since the site plan is overwhelmingly auto-oriented in design, failing to successfully integrate land use and transportation.
- 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

We previously reported that this site could generate approximately 450 trips per day as currently zoned and 6,000 trips per day under the proposed zoning. The site plan has been revised to include additional property on the north side of Tyvola Road. Due to this change, the site could generate approximately 700 trips per day as currently zoned. Under the proposed zoning the site could generate over 6,800 trips per day. This will have a significant impact on the surrounding thoroughfare system.

Therefore, we request that the developer submit a Traffic Impact Study (TIS) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity. The preparer of the TIS must contact Susan Habina (704-432-1563) of the Charlotte Department of Transportation (CDOT) prior to beginning the TIS to determine the study requirements.

CDOT contacted the petitioner's agent on February 7, 2008, to confirm this requirement. To date, no information has been received from the petitioner or agent regarding the traffic study.

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

1. Left-turns into the proposed driveways cannot be made safely due to the left-turn offset/conflicts. For this reason, CDOT has determined that left-turn lanes on West Tyvola Road (both eastbound and westbound directions) and Nations Ford Road are necessary to serve the traffic using the proposed private driveway connections for this site. Full access/left-turn lanes at the Tyvola Road driveway is conditioned on comment 3 below. On West Tyvola Road it appears that the left-turn lanes may be able to be provided by restriping the existing painted out median area. The engineering design and construction of the left-turn lanes are the responsibility of the owner and shall be performed by a professional engineer registered in the State of North Carolina who has roadway design experience. The design of left-turn lanes need to comply with NCDOT design guidelines with a minimum of 150 feet of storage and will be reviewed during subsequent permitting processes. *(Previous comment)*

If the left turn lanes cannot be constructed to meet minimum standards or the storage length as identified in the traffic study, whichever is greater, and to not impact the existing/adjacent left turn lanes, then access to the site will be restricted to right-in/right-out. This would require the petitioner to construct a concrete median to physically restrict access.

2. The site plan needs to show 6-foot sidewalks and 8-foot planting strips along both West Tyvola and Nations Ford Roads, as measured from any future curb line. CDOT will determine the location of any proposed curblines during the building/driveway permit process. *(Previous comment)*
3. A full-movement access is proposed on West Tyvola Road. CDOT will evaluate this access after review of the TIS. Full-movement may not be feasible at the proposed location.
4. Stubs from the multifamily component to the adjacent multifamily parcels to the west and south need to be provided for site inter-connectivity. A stub needs to be provided to the residential property to the west of the proposed northern multifamily site.
5. Additional comments and any required transportation improvements will follow our review of the TIS. *(Previous comment)*

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. This site plan does not adequately integrate transportation and land use. As currently proposed, the development is too auto-oriented with buildings oriented away from any street and a layout discouraging walking, cycling and transit. *(Previous comment)*

2. An internal system of 5' sidewalks connecting the buildings/uses both within the site and from the building entrances to sidewalks along West Tyvola Road and Nations Ford Road is needed. *(Previous comment)*

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

West Tyvola Road is a major thoroughfare requiring a minimum of 100 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 50 feet from the centerline of the roadway, if sufficient right-of-way does not currently exist.

Nations Ford Road is a minor thoroughfare requiring a minimum of 70 feet of right-of-way. The developer/petitioner needs to convey right-of-way in fee simple title to meet this requirement, measuring 35 feet from the centerline of the roadway as well as any additional right-of-way that may be necessary to accommodate the required left-turn lane.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' 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 West Tyvola Road and Nations Ford Road will require a driveway permit(s) to be submitted to CDOT 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.

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 site plan must be revised to include the following:

- All City of Charlotte Land Development Standards (latest revision) will apply.
- Dimension width of the existing and proposed driveways.

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- 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.
- Directional wheelchair ramps (two per corner) should be provided at all intersections of public and private streets.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske (via email)  
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B. D. Horton (via email)  
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