



Charlotte Department of Transportation

Memorandum

Date: October 31, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-155: Located on the east side of South Tryon Street
between Yorkdale Drive and Thornfield Road

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 Wedge and appears to conditionally support the Centers, Corridors and Wedges land use strategy, contingent upon added connectivity.
- 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 could generate approximately 800 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 2,100 trips per day. This will have a minor impact on the surrounding thoroughfare system.

Since access is proposed to an NCDOT-maintained roadway, they may have additional or different requirements for their approval than what is identified in this rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.

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

1. The developer needs to dedicate a 60-foot wide public right-of-way, which could be a network of public streets, between the full-movement access point on South Tryon Street located opposite Olde Whitehall Road and Cormwell Lane. Within such right-of-way, the developer needs to construct a new street following the Urban Street Design Guidelines (USDG) for a Local Residential Street – Wide. Such street has a 35-foot back-of-curb width with 7-foot parking lanes, 8-foot planting strips and 8-foot sidewalks (for densities over 12 units per acre).

2. CDOT has determined that a left-turn lane on South Tryon Street is necessary to serve the traffic using the proposed private driveway connection for this site. The engineering design and construction of the left-turn lane is 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 left-turn lane needs to follow the NCDOT design guidelines with a minimum of 150 feet of storage and will be reviewed during subsequent permitting processes.
3. The developer needs to construct 8-foot planting strips and 6-foot sidewalks along South Tryon Street, replacing the existing back-of-curb sidewalks.
4. In the Development Notes, the portion "All access points will be gated" needs to be removed from note 3.
5. The existing geometric features, (curb & gutter, sidewalk, accessible ramps, etc.) need to be shown on the site plan in order to further evaluate this petition.

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. The extension of Cormwell Lane through the proposed development should T into the public street connecting to South Tryon Street described above, so as to provide built-in traffic calming. CDOT encourages the developer to consider a roundabout at this intersection.

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 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.

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.

The proposed driveway connection(s) to South Tryon Street will require a driveway permit to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location and type/width of the driveway will be determined by CDOT during the driveway permit process. The locations of the driveway shown on the site plan are subject to change in order to align with driveway on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

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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 site plan must be revised to include the following:

- Meet applicable standards in the Charlotte Land Development Standards Manual (latest revision).
- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb 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.
- 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

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Rezoning File