




Charlotte Department of Transportation

Memorandum

Date: September 25, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-145: Located on the east side of West Tyvola Road
between South Tryon Street and Tyvola
Centre Drive

Project Overview: This application proposes a rezoning to accommodate an off-site detention basin per the new Post Construction Controls Ordinance for a recently approved adjacent commercial development.

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 provided below that address revisions for CDOT to support the petition and to bring the petition into compliance with the TAP and best practices for multimodal transportation.

Vehicle Trip Generation

This subject 1.62 acre site is planned as a BMP storm water detention/water quality facility and therefore will have a minor impact on the surrounding thoroughfare system.

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

1. The petitioner needs to amend the adjacent conditional site plan (2007-052) in order to change the previously approved location of the detention and adjust approved building envelopes accordingly. This site plan amendment needs to also address the previously requested street connection between West Tyvola Road and Sleepy Hollow Road since both properties (parcels) are now under the same ownership and because both properties will require substantial grading as one site.

2. The developer needs to dedicate a 60' wide public right-of-way between an approved access point (Rezoning Petition 2007-052) on West Tyvola Road and Sleepy Hollow Road. The connection to Sleepy Hollow Road should not be direct and could tee into the proposed street network as shown on the 2007-052 site plan or be designed as a roundabout intersection to provide built-in traffic calming features for this new street connection. This new street needs to follow the Urban Street Design Guidelines (USDG) for a Local Office/Commercial Street – Narrow with a 25' back-of-curb width, 8' planting strips, and 5' sidewalks.

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.

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 connections to West Tyvola Road and Sleep Hollow Road for the future public street will require a driveway permit 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:

- 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.

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- 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