



Charlotte Department of Transportation

Memorandum

Date: April 22, 2009

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

From: Michael A. Davis, PE *Mike Davis*
Development Services Division

Subject: Rezoning Petition 09-042: Located at the intersection of North Tryon Street and West Mallard Creek Church 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 implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Corridor. Such areas should include a dense and interconnected street network. Specific comments are provided below to link proposed changes in land use with improved transportation network.

Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are provided below to bring the petition into compliance with best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 12,900 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 9,000 trips per day. Currently the site is undeveloped. A Traffic Impact Study (TIS) was conducted during the previous rezoning for this property (2004-074). Although the current petition will have fewer daily trips than the original rezoning, the number of morning peak trips increases by almost 600 per hour, and the afternoon peak trips increase by almost 300 per hour. Therefore, we have requested that the developer submit an amendment to the previous TIS in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity. The TIS is currently being reviewed by CDOT. Additional comments and any required transportation improvements will follow our review of the TIS.

Since access is proposed to a state-maintained roadway, NCDOT may also require a TIS as part of their driveway permit approval process. They may have additional or different requirements for their approval than what is identified in this rezoning process. We recommend the developer/petitioner meet with NCDOT early in the development process to identify any issues that they may have.

CDOT requests the following changes to the rezoning plan:

1. The location of the access points and the level of function of all access points will be determined through CDOT's review of the TIS. From our preliminary discussions with NCDOT, we understand that they will not support a new traffic signal on N. Tryon. Given this, we expect the approved access along N. Tryon will be in the form of a directional crossover. In order to maximize the storage for northbound left-turning vehicles, the proposed access should shift further north, preferably adjoining the southbound directional crossover that is now under construction.
2. The petitioner is proposing improvements to the Mallard Creek Church / N. Tryon intersection; in order to provide accommodation for future transit users, we request the petitioner to include pedestrian refuge islands on all approaches of the Mallard Creek Church Road / North Tryon Street intersection.
3. Instead of a continuous right-turn lane on Mallard Creek Church Road, the developer should construct curb extensions and tapered right-turn lanes to the new Private Street and North Tryon Street.
4. We request that the petitioner apply the Urban Street Design Guidelines to the internal streets. The guidelines recommend using the Local Office/Commercial Streets (Wide), which include 6-foot sidewalks behind 8-foot planting strips.
5. North Tryon Street and Mallard Creek Church Road are both major thoroughfares with proposed rights-of-way of 100 feet. We request that 50 feet of right-of-way from the centerline of the existing right-of-way be dedicated to the city. Additional right-of-way may be needed to allow for the road improvements as determined by the TIS.

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. The new public connector street along the northwestern edge of the site appears to partially be located outside of the property limits. All proposed roadways need to be located on the subject property or provide the City with a dedicated easement from all adjoining property owners that may be affected so does not need four lanes, except where intersecting with Mallard Creek Church Road.
2. The location of proposed curb and gutter will need to be set in the proper location based on road improvements determined by the TIS and must allow for five foot bike lanes.
3. 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.

4. The proposed driveway connection(s) to North Tryon Street and Mallard Creek Church Road will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation 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.
5. 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.

Please advise if we can be of further assistance.

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Rezoning File