



Charlotte Department of Transportation

Memorandum

Date: May 26, 2009

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

From: Michael A. Davis, PE 
Development Services Division

Subject: Rezoning Petition 09-057: Located on the west side of West Tyvola Road across from Paul Buck Boulevard

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 Mixed-Use Center. 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

With the array of uses allowed in MUDD zoning categories, a wide range of trip generation is possible for either the existing or proposed zoning scenarios. Given the zoning change is a site plan amendment, there should only be minor impacts to the transportation system resulting from this rezoning.

We have the following comments regarding apparent conflicts between the proposed rezoning and existing ordinances or policies:

1. The developer needs to construct 6-foot sidewalks behind 8-foot planting strips along West Tyvola Road which is a requirement of the MUDD zoning.

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. A minimum of 150 feet of channelization needs to be provided for the proposed full movement access point, extension of City Park Drive, on Tyvola to ensure proper operation of the proposed signal.

2. 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.
3. The proposed driveway connection(s) to Tyvola 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.
4. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
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.

In addition to the comments above, CDOT requests the following changes to the rezoning plan:

1. There is currently no east/west street connectivity between the City Park development and Lake Pointe/Coffey Creek Business Parks. A future extension of Speer Boulevard to Cross Beam Road would provide a much needed east/west street connection between Beam Road and Billy Graham Parkway. CDOT is requesting the petitioner dedicate a minimum of 80 feet of future right-of-way for the Speer Boulevard extension. The conceptual alignment would connect to West Tyvola Road at 90 degrees with the proposed Speer Boulevard and curve to the northwest to parallel the site's southern property line and an existing 50 feet Duke Power Easement. The petitioner would not be responsible for the construction of the future Speer Boulevard connection; however we are requesting the petitioner convey right-of-way in fee simple title to allow for this future street connection by others.

If we can be of further assistance, please advise.

c: R. H. Grochoske (via email)
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Rezoning File