



# Charlotte Department of Transportation

## Memorandum

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**Date:** May 28, 2010

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

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

**Subject:** Rezoning Petition 10-047: Located near US 29 between I-485 and the  
Mecklenburg county line

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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 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 network of thoroughfares and local streets. 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 and TIS Requirements

This site could generate approximately 11,500 trips per day as rezoned in 2006, for which a Traffic Impact Study (TIS) was prepared. The proposed rezoning site plan shows a sufficient increase in daily trips which cannot be supported by CDOT. Planning and CDOT have communicated this information to the petitioner. The petitioner is reworking the site plan to reduce the land use densities. CDOT understands a revised site plan will be submitted shortly that will generate approximately 1,650 additional daily trips, bringing the site's total to 13, 250 trips per day. The petitioner understands with the increase in daily trips and since the previous TIS is outdated a new TIS will be required. The petitioner's traffic consultant is currently working with CDOT and NCDOT to define the traffic on the TIS scope of services.

The petitioner needs to coordinate with James Shapard (704-432-5728) of the Charlotte Department of Transportation (CDOT) prior to beginning the TIS to determine the study requirements. Since access is proposed to an NCDOT-maintained roadway, they have also required 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. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.

CDOT understands this petition is scheduled for a July 19, 2010 public hearing. The petitioner needs to understand the TIS will take time to be prepared (i.e. traffic counts needed for the TIS cannot be scheduled until the week of June 7<sup>th</sup> after the Memorial Holiday and race week), reviewed by each transportation agency, resubmitted for corrections, second review, and finally a traffic mitigation package

negotiated and approved by CDOT 10 calendar days prior to the July 19<sup>th</sup> public meeting. As part of the TIS scoping exercise CDOT requests a detailed TIS schedule be developed by the petitioner that includes all of the major TIS tasks identified above. Please allocate 10 working days for CDOT's first review, 5 working days for our second review, 5 working days to negotiate traffic mitigation improvements, and be able to post this information for public review no later than Friday July 9<sup>th</sup> (10 days before the public hearing date). This schedule is necessary to ensure there is sufficient time in the rezoning process so that the public can be notified and review the proposed traffic mitigation improvements before the July public hearing.

CDOT requests the following changes to the rezoning plan:

1. CDOT recommends that the relocated CMUD roadway be made public or placed in a private cross access easement to allow for future connectivity to the surrounding parcels.
2. All internal roads are requested to have an eight foot planting strip and an eight foot sidewalk.
3. The main entrance at US 29 and Caprington Avenue to the development does not account for the through movements at the intersection to align properly. Offsite improvements to Caprington Avenue will need to be implemented in order for the four way intersection to function properly and possibly signalized in the future.
4. North Tryon is a major thoroughfare with 120 feet of existing right-of-way. The road improvements identified in the TIS may not fit into the existing right-of-way. The petitioner is requested to convey any additional right-of-way in fee simple title to accommodate road improvements.
5. The site plan indicates a potential traffic signal located at the main entrance to the development across the street from existing Caprington Avenue. The proposed alignment will create a four legged intersection and the signal will need to be installed at the cost of the developer. A note needs to be added to the plan stating "The developer agrees to install a traffic signal at the intersection at the time dictated by CDOT and/or NCDOT. All expenses associated with the cost of the signal will be at the expense of the petitioner, including interconnection costs to adjacent traffic signals."
6. Further information needs to be provided on the potential uses of the commercial development to help determine the appropriate street cross sections for the proposed roads internal to the site (such as on-street parking requirements). The site plans needs to indicate which streets are public or private.
7. CDOT is aware that the petitioner may request to phase the development. Additional notes need to be added to the rezoning plan after the TIS is completed that indicate how the project will be phased in order to help CDOT determine potential phasing of road improvements and road construction.

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. Adequate sight triangles must be reserved at the existing/proposed street entrances. Two 35' x 35' and two 10' x 70' sight triangles are required for the entrances to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances. Such items should be identified on the site plan.
2. The proposed driveway connections to North Tryon will require a driveway permits 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 driveways will be determined by CDOT during the driveway permit process. The locations of the driveways shown on the site plan are subject to change in order to align with driveways on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
3. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
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.

If we can be of further assistance, please advise.

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