

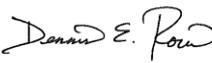


Charlotte Department of Transportation

Memorandum

Date: September 25, 2014

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Dennis E. Rorie, PE 
Development Services Division

Subject: Rezoning Petition 14-095: Approximately 5.08 acres located on the north side of North Tryon Street between West Pavilion Boulevard and Salome Church Road.

CDOT has previously commented on the subject petition our memorandum to you dated August 29, 2014.

Vehicle Trip Generation

Under the existing zoning, the site could generate approximately 600 trips per day. The site could generate approximately 10,800 trips per day under the proposed zoning. CDOT and NCDOT have determined that a Traffic Impact Study (TIS) is required for the subject rezoning petition. The subject TIS has been submitted to CDOT and NCDOT for review and CDOT's feedback is included in this memorandum.

CDOT requests the following changes to the rezoning plan:

1. We request the petitioner add a southbound right turn-lane with a minimum of 100ft of storage on West Pavilion Boulevard at its intersection with North Tryon Street.
2. We request the petitioner provide a northbound right turn-lane with a minimum of 100ft of storage on Salome Church Road at the site's proposed access "A".
3. We request the petitioner extend the storage for the existing westbound directional crossover on North Tryon at Salome Church Road from 260' to 475'.

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. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte. CDOT has determined that a left-turn lane is necessary to serve the traffic using the proposed private driveway connection (Access "A") 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. CDOT will only approve the proposed public street/private driveway connections provided that a left-

turn lane is constructed on Salome Church Rd. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the public street/private driveway connections. The left-turn lane needs to be designed using NCDOT standards with a minimum 150 feet of storage. This roadway improvement is required to meet the traffic demands of the proposed development.

2. 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.
3. The proposed driveway connections to Salome Church Rd. and Pavilion Blvd. will require driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway locations 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.
4. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard items (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 items. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

If we can be of further assistance, please advise.

R. Grochoske

cc: S. Correll
Brett Canipe, NCDOT (via email)
Sean Epperson, NCDOT (via email)
Rezoning File