



Charlotte Department of Transportation

Memorandum

Date: December 31, 2014

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 15-020: Approximately 15.43 acres located on the southwest corner at the intersection of US 29 By-Pass Highway and North Tryon Street.

CDOT has completed a review of the subject petition in order to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users. Based on our review of the petition, we offer the following comments.

Vehicle Trip Generation

This site could generate approximately 4,300 trips per day as currently zoned. The current rezoning petition does not specify the requested land-use entitlements. We will provide trip generation estimates once this information is made available.

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

1. We understand all the new public streets within the proposed development need to be designed and constructed as residential wide streets in accordance with the Subdivision Ordinance.

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

1. CDOT requests the petitioner work with the Orchard Trace Community to realign the existing Orchard Trace Lane (private street) to "tee" into the proposed new public north/south local residential wide street along the site's western boundary. The proposed new north/south local residential wide street needs to be a continuous public street between North Tryon Street (US 29) and Reagan Drive.
2. CDOT requests once the new north/south public street is open and operational, the petitioner remove the existing roadway pavement along the site's northern property line between Reagan Drive and North Tryon Street. A small existing parking lot needs to remain at the North Tryon Street driveway connection. We also encourage the petitioner to work with NCDOT to possibly abandon a portion of their existing North US 29 By-Pass right-of-way

and/or easement to increase the petitioner's development area along the site's northern property line.

3. CDOT request's the petitioner add a conditional that would commit the petitioner to modify the existing Orchard Trace Lane's median and roadway approach to North Tryon Street (via the site's proposed north/south residential street).

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 entrance(s). Two 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.
2. The proposed driveway connection(s) to North Tyron Street, Orchard Trace Lane and/or Reagan Street will require a driveway permit 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.
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.

R. Grochoske

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