



# Charlotte Department of Transportation

## Memorandum

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**Date:** July 7, 2015

**To:** Tammie Keplinger  
Charlotte-Mecklenburg Planning Department

**From:** Michael A. Davis, PE *Rich H. Grubbs for*  
Development Services Division

**Subject:** Rezoning Petition 15-047: Approximately 22 acres located on the east side of Macfarlane Boulevard near the intersection of North US 29 By-Pass Highway and North Tryon Street.

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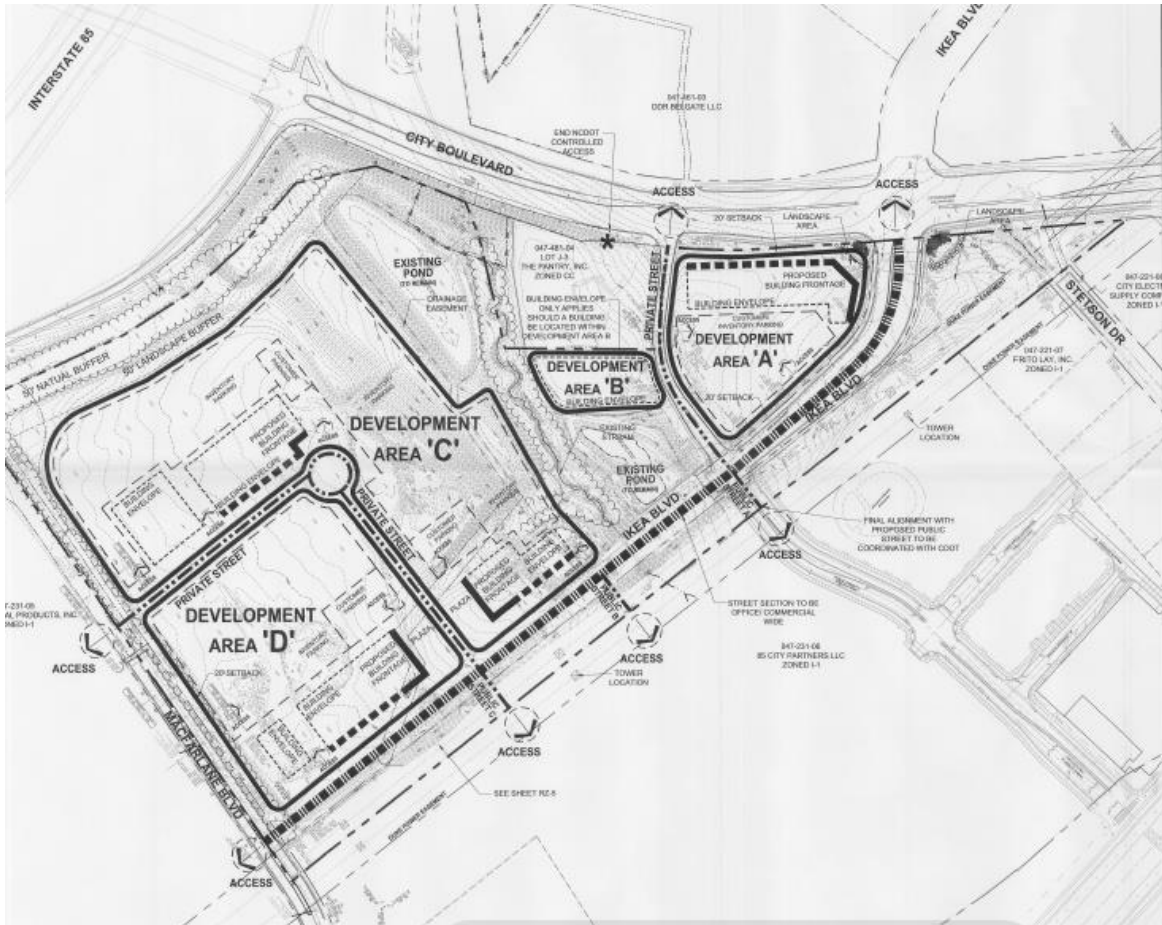
CDOT has completed a review of the subject petition in order to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, 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 14,370 trips per day as currently zoned. With the array of uses allowed in TOD zoning categories a wide range of land uses and trip generation is possible; therefore CDOT cannot project proposed zoning trip generation at this time without a detailed development plan. CDOT requests more detail information from the petitioner regarding the proposed site's land use and densities (i.e. master plan) so that projected trip generation and traffic evaluation can take place.

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

1. Rezoning petition 2013-052 CD plan across Ikea Blvd. from the site calls for a third (3<sup>rd</sup>) public street, halfway between Periwinkle Hill Dr. and this petition's western most public street. We realize topo and/or environmental constraints may make building a public street difficult, however CDOT would support implementing a private network street or perhaps a driveway to distribute traffic within the site (see petition 2013-052 approved site plan below).



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

1. An identified / unfunded future project of the Northeast Corridor Improvement Program (NECI) is to connect Macfarlane Blvd. to the I-85 Connector as right-in/right-out (preferably including a southbound I-85 Connector left-over). The proposed NECI project along with the subsequent extension of Ikea Blvd. would create a continuous north/south street parallel to North Tryon St. from the I-85 Connector to McCullough Dr. This in conjunction with the funded south bridge over I-85 at University Pointe Blvd., East WT Harris Blvd., and the proposed north bridge over I-85 into University Research Park would likely remove traffic from North Tryon St., especially at the intersection of Tryon/Sandy/I-85 Connector and reduce the left-turn demand from northbound Tryon St. into Periwinkle Hill Dr. (i.e. at CATS 2,300 parking deck University City BLE Station). See attached conceptual exhibit showing this idea.



2. If the proposed concept is approved by NCDOT, most likely, the current I-85 Service Road would have to be disconnected from Tryon St. and relocated to provide adequate separation distance from the I-85 Connector Rd. at Macfarlane Blvd. CDOT will support and work with NCDOT to create at least one (1) RI/RO street connection along North Tryon between the I-85-Connector and Periwinkle Dr. (the subject parcel's northern property line).
3. CDOT requests the petitioner investigate and if possible revise the site plan to include a portion of land that is currently NCDOT right-of-way associated with the old US 29 Weave project (i.e. the old grade-separated interchange project). If the petitioner is successfully to abandon the subject state right-of-way; the petitioner should be in position to provide a "master plan" for the site to determine all future traffic access points and street configurations working within the City's Subdivision Ordinance.
4. CDOT will not support the proposed break in the Periwinkle Hill Dr.'s median, north of North Tryon to provide a northbound left-turn lane into the site. The requested left turn movement location is too close to North Tryon Street. Inadequate left turn storage cannot be provided at this location. The first opportunity to turn left into the site from Periwinkle Hill Dr. will be a Tyner 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.

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 public street/private driveway connection(s) 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 evaluate the need of traffic improvements once the petitioner provides additional land use and density information. The left-turn lane(s) need 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.

1. 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.
2. The proposed driveway connection(s) to North I-85 Service Road, Macfarlane Blvd, Periwinkle Hill Dr. and IKEA Blvd. will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation (NCDOT) 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.
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 and/or NCDOT prior to the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

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**We anticipate that NCDOT will request the following, and recommend the Petitioner work directly with Mr. Brett Canipe with NCDOT regarding their anticipated request.**

We understand that NCDOT may require a TIS as a condition of their driveway permit approval. We anticipate that NCDOT's review of the TIS will mostly occur after the City's Rezoning Process, and any TIS comments from CDOT for this petition will not include NCDOT's response to the subject TIS. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have. Additional CDOT/NCDOT comments and any required transportation improvements will follow our review of the Traffic Impact Study.

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