



Charlotte Department of Transportation

Memorandum

Date: March 27, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE 
Development Services Division

Subject: Rezoning Petition 15-054: Approximately 12.25 acres located on the northeast corner at the intersection of South Tryon Street and Moss Road.

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 7,650 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 8,800 trips per day.

CDOT requests the following changes to the rezoning plan:

1. Per the Steele Creek Area Plan this site is located along a portion of South Tryon Street that is classified as boulevard with a future six lane cross section. Thus, CDOT requests the following improvements along the site's South Tryon St. frontage:
 - a) CDOT request that the right turn lane into your site be extended through to connect to the existing right turn lane for Moss Rd. Please relocate the curb/gutter and sidewalk to a location that allows for the entire width of the existing 14' turn lane (into your site) to be extended through.
 - b) CDOT request that the pavement widening be gored out to match existing conditions (Figure 1).

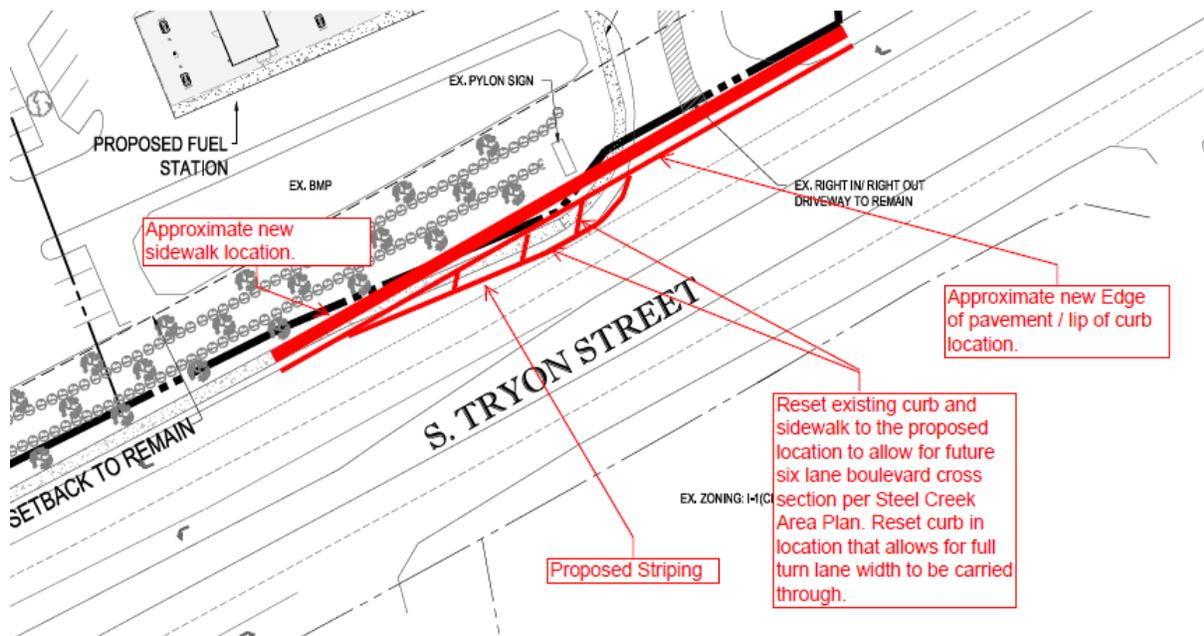


Figure 1

2. CDOT requests that the site plan be redesigned / reconfigured to address our concerns with the internal channelization of the gas station. As currently designed it is unclear how the site will function in context with the existing parking lot and South Tryon St. traffic entering the site. The new design should clearly define the proposed driving aisles and restriping plan. See Figure 2 below:

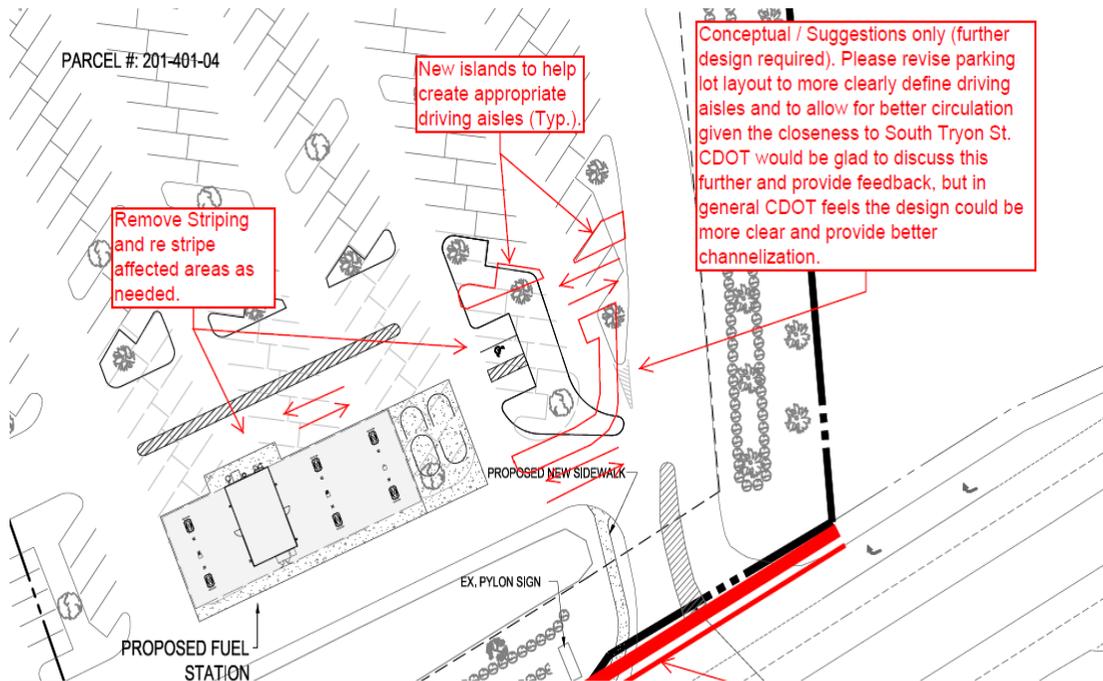


Figure 2

3. CDOT requests that pedestrian sidewalk connections be installed to provide access from the public sidewalk to all site locations.

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.
2. 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.
3. The proposed driveway connection(s) to South Tyron St. will require a driveway permit(s) 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 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. 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 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.

We recommend the Petitioner work directly with Mr. Brett Canipe with NCDOT regarding any anticipated request.

1. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have. Please contact Brett Canipe with NCDOT at 980-523-0002.

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If we can be of further assistance, please advise.

K. Hedrick

cc: S. Correll
Rezoning File