


Charlotte Department of Transportation

Memorandum

Date: July 20, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam 
Development Services Division

Subject: Rezoning Petition 07-052: Located on the northeast corner of South Tryon Street and West Tyvola Road (revised 7/02/07)

We previously commented on this petition in our June 27, June 5 and March 2, 2007, memorandum to you. This site could generate approximately 4,200 trips per day as currently zoned. Under the proposed zoning the site could also generate approximately 4,200 trips per day. This will not have an additional impact on the surrounding thoroughfare system provided that access requirements described below are constructed.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. Access Point 1 on Tyvola Road can be considered by CDOT for full movements if the existing pavement markings can be revised by the petitioner/developer to:
 - a. Preserve a minimum of 230 feet of storage/12:1 bay taper for both the existing westbound Tyvola Road dual left-turn lanes and exclusive right-turn lane to South Tryon Street.
 - b. Provide an eastbound left-turn lane serving the site's driveway with a minimum of 150 feet of storage/12:1 bay taper.
 - c. Construct a westbound right-turn lane with a minimum of 150 feet of storage/12:1 bay taper.

In order to meet these requirements, this driveway needs to be shown as close as possible to the eastern required landscape buffer w/fence line (which is 56'-3" wide and identified on the site plan). These requirements will significantly impact the building/parking envelope 4 and for this reason it is necessary to revise the site plan accordingly. If these requirements cannot be met, then the access point 1 driveway will need to be restricted to serve right-in/right-out movements only. (*Previous review comment- 4th time*)

2. Access Point 3 needs to be relocated so that it does encroach into the required 56'-3" wide landscape buffer w/fence as identified on the site plan. Also a 100 feet Duke Energy power line right-of-way may be in conflict with Access Point 3. The petitioner will need to obtain Duke Energy's authorization to encroach on to the power line's right-of-way. Depending where Access Point 3's driveway is determined in the building/driveway permit process will dictate where the exact location of Access Point 2's driveway is located.

3. In accordance with the existing conditional site plan for this property (RP 89-52) approved by City Council on July 12, 1989, the petitioner/developer must maintain his commitment to dedicate the following right-of-way along the site's street frontages. At a minimum, it is necessary to dedicate sufficient additional right-of-way to provide 16 feet of right-of-way from the back-of-curb of any new curbline associated with the required transportation improvements. (*Previous review comment- 4th time*)
 - a. South Tryon Street- 60 feet from the centerline for a distance of 500 feet as measured in a northerly direction from the West Tyvola Road right-of-way described below, then tapering at a rate of 45:1 to a location that is 50 feet from the centerline.
 - b. West Tyvola Road- 70 feet from the centerline for a distance of 500 feet as measured in an easterly direction from the South Tryon Street right-of-way described above, and then tapering at a rate of 45:1 to a location that is existing or a minimum of 50 feet from the centerline, whichever is greater.
4. According to the existing conditional site plan (RP 89-52) only two site driveways were approved by City Council July 12, 1989. The current site plans calls for a total of three access driveways to the site. To that end, CDOT encourages the petitioner to develop a scaled engineering drawing (conceptual site access plan) including all future site access driveways, West Tyvola Road and Tryon Street existing and future curb lines, new and modified turn lanes/bay tapers and median modifications (either raised concrete and/or remarking) meeting NCDOT, CDOT and City Planning (landscape buffer requirements) and Duke Energy (power line right-of-way requirements) standards. This site access plan once approved by NCDOT and CDOT would eliminate any misunderstanding between the petitioner/developer and the reviewing agencies relative to specific site driveways locations and all transportation improvements required to be implemented by the petitioner to serve the proposed development.

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)