


Charlotte Department of Transportation

Memorandum

Date: May 1, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam 
Development Services Division

Subject: Rezoning Petition 07-079: Located on the south side of North Tryon Street (US 29) and the east side of Pavilion Boulevard

Consistency with Transportation Action Plan (TAP): The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

- Goal 1 of the TAP relies on the Centers, Corridors and Wedges land use strategy to be implemented. This project site is located in a Corridor and appears to support the Centers, Corridors and Wedges land use strategy.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are identified below that need to be addressed for CDOT's support of the petition and to bring the site plan into compliance with the TAP and best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 3,800 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 8,800 trips per day. This will have a significant impact on the surrounding thoroughfare system.

Therefore, we request that the developer submit a Traffic Impact Study (TIS) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity. The preparer of the TIS must contact Susan Habina (704.432.1563) of the Charlotte Department of Transportation (CDOT) prior to beginning the TIS to determine the study requirements.

Since access is proposed to an NCDOT-maintained roadway, they may also require a TIS as part of their driveway permit approval process. They may have additional or different requirements for their approval than what is identified in this rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.

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

1. Due to the NCDOT's reversible lane system on North Tryon Street, we recommend that this petition be deferred from public hearing until NCDOT has had a chance to comment on access locations.
2. The existing reversible-lane gantries on North Tryon Street must be shown on the plan.
3. The proposed ten-foot planting strip and six-foot sidewalk along North Tryon Street needs to be shown on the plan.
4. 6-foot sidewalks and 8-foot planting strips need to be provided on all internal public and private streets.(TAP-best practices)
5. Multiple direct connections to the Mallard Creek Greenway need to be provided.

We support the following comments from Mecklenburg County Parks and Recreation:

1. Request that the developer construct this segment of the Mallard Creek Greenway.
2. Request that the developer construct a pedestrian bridge for access to the adjacent Verizon Wireless Amphitheater site.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

North Tryon Street is a major thoroughfare requiring more than the minimum 100 feet of right of way because of the intersection with Pavilion Boulevard, a minor thoroughfare which would also require more than the minimum 70 feet. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 60 feet on North Tryon Street from the centerline of the roadway and 70 feet from the centerline of the roadway on Pavilion Boulevard for the first 500 feet south of North Tryon Street, then tapering at a rate of 20:1 to 35 feet from the centerline.

Adequate sight triangles must be reserved at the 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.

The proposed driveway connection to North Tryon Street NC-29 will require driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and

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approval. The exact driveway locations and type/width of the driveways will be determined by CDOT/NCDOT during the multifamily review process. The locations of the driveways 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.

Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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 maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT/NCDOT prior to the construction/installation of the non-standard items. Contact CDOT and NC DOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

To facilitate building permit/driveway permit review and approval, the site plan must be revised to include the following:

- a. Dimension width of the existing and proposed driveways.
- b. Indicate the locations and widths of all adjacent and opposing driveways.
- c. Indicate typical parking module dimensions.
- d. Include a parking summary with figures for the numbers of parking spaces required and provided.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske
S. Habina
J.D. Kimbler
A. Christenbury
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Rezoning File (2)