


Charlotte Department of Transportation

Memorandum

Date: December 14, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam 
Development Services Division

Subject: Rezoning Petition 07-082: Located between West Tyvola Road and Billy Graham Parkway at the side of the Old Charlotte Coliseum (revised 11/19/07)

We previously commented on this petition in our October 9 and May 3, 2007 memorandum to you.

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.

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

1. CDOT is not in agreement with the proposed public/private street network as shown on the "Technical Data Sheet" and before this plan is resubmitted again for review the public/private street network needs to be in agreement with City staff. City staff has met and recommended several options to the petitioner to solve the on-street parking issue, however to date the City has not seen a public/private street proposal that is acceptable.
2. A bike lane interchange (connection) needs to be proposed where the pedestrian/bike trail crosses Tyvola Road, so that bike lanes will not need to be built along the development's Tyvola Road frontage, and must be shown and documented on the "Technical Data Sheet".
3. The "Development Standards" Phase One, Two, and Three street systems are mentioned, but are not identified on any of the five site plans included in the conditional plan submittal. These street systems need to be shown as proposed platted areas on a site plan in the next submittal.

4. Since the rezoning "Petitioner" is selling parcels of this property to other developers the reference to "Petitioner" in the "Development Standards" needs to be change to "Developer" so that the "Development Standards" apply to anyone who develops the property not just the entity who petitioned the City to rezone the property.
5. Paragraphs 11. (a)/(b)/(c) need to change to read: "The Developer may apply for building permits for Phase One/Two/Three Development after obtaining final plat approval for the Phase One/Two/Three street system, final plan approval of the roadway improvements, and the letting of contracts for the roadway improvements described below." All roadway improvements for traffic mitigation must be completed for each phase prior to obtaining Certificates of Occupancy for any building in that phase.
6. Should the final site plan submitted for this site change in which the traffic intensity increases sufficiently (more than 400 peak hour trips), CDOT will require the traffic study to be revised to reflect these changes in order to document the final projected traffic generated from this site and it traffic mitigation requirements. The revised traffic study submitted for this site should coincide with the final site plan and City Park's development program, including the phasing of the development rights with the traffic impact mitigation needed to satisfy CDOT's requirements.
7. Road improvement concept plans need to be included in the conditional plan identifying any right-of-way that needs to be acquired, or if a traffic signal needs to be modified or added to the system, as a result of a constructed road improvement.
8. The private driveways being proposed on Yorkmont Road may require left turn lanes and this will be determined through the building/driveway permit process. The engineering design and construction of the left-turn lanes 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. The left-turn lane should be designed with a minimum 150 feet of storage, a 15:1 bay taper and 35:1 through lane tapers.
9. Road improvements associated with any private or public access needs to be in place before the access is used by that portion of the development. Any right-in/right-out access location on Tyvola Road will require a median to be constructed between full movement intersections as part of the driveway permit process. No designated right-in/right-out access will be permitted until this median is constructed. The Development Standards need to reflect this requirement.
10. The dual left-turn lanes being proposed on City Park Drive at Tyvola Road need to be each 250 feet long. The Development Standards need to clearly indicate this requirement.
11. The proposed additional eastbound left-turn lane on Yorkmont Road at Tyvola Road needs to indicate that the 350 feet of storage is each lane or the two lanes combined, as determined by the traffic study.

12. Should CDOT or NCDOT determine that new or modified traffic signals are needed at access locations, additional legs to existing intersections, or at internal intersections, the developer is responsible for all costs associated with their design and installation to include, but not be limited to, vehicle signals, pedestrian signal, inductive loops, and interconnect cable. These determinations will be made during the building/driveway permit review/subdivision approval process. Signal payment needs to be made one year prior to the certificate of occupancy of the first building in that development phase to ensure the signalized intersection provides capacity to supports the development traffic volumes. Should the new intersection of Realigned Yorkmont Road/Connector require a traffic signal, CDOT recommends that a roundabout be considered and evaluated as the traffic control device of choice at this location. Traffic signalization needs along the realignment of Yorkmont Road and the 4th leg to the Billy Graham Parkway / Westmont Drive intersection shall be studied and confirmed by the Traffic Study being developed for the connector road connection to Billy Graham Parkway and its break in the control of access. It is our understanding this traffic study will need to reviewed and approved by the NCDOT's Congestion Management and Control of Access Committee in Raleigh.
13. Any new signal being proposed needs to have steel mast arms and this requirement needs to be indicated in the conditional plan.
14. The Development Standards need to indicate that the developer is responsible for realignment of Yorkmont Road as shown on the site plans, if the direct connection to Billy Graham Parkway is approved.
15. At least 400 feet of internal channelization needs to be provided on the main public street (formally Paul Buck Blvd.) into the development before the first full movement access. This channelization length is based upon the need of dual left turn lanes at the main access turning on to Tyvola Road, and a left-turn lane for the first full movement driveway. The Technical Data Sheet needs to illustrate this requirement. (*Previous Review Comment – 2*)
16. At least 150 feet of internal channelization needs to exist, on the property opposite of the coliseum site's main entrance, before the first full movement driveway. The Technical Data Sheet needs to illustrate this requirement. (*Previous Review Comment – 2*)

If we can be of further assistance, please advise.

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