


# Charlotte Department of Transportation

## Memorandum

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**Date:** October 9, 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 9/14/07)

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We previously commented on this petition in our 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. The proposed zoning phasing plan should specify the order in which areas/uses are to be developed. All intersection/roadway improvement plans need to be submitted with either the associated building permit or subdivision/multifamily plan submittal as appropriate and as determined by CDOT for review/approval. All improvements must be completed for each phase prior to obtaining Certificates of Occupancy for any building in that phase.
2. The last sentence of the fourth paragraph of section 9, Vehicle Access/Road Improvements, needs to be removed. CDOT and/or NCDOT will determine if traffic signals or turn lanes are necessary along any roadway. The private driveways being proposed on Yorkmont Road may require left turn lanes and 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.

3. 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. This is the responsibility of the developer/property owner to construct. If the developer/property owner enters into an agreement with others to construct the median, then a copy of the agreement will need to be provided as a condition of the driveway permit. In any event a certificate of occupancy will not be released for this phase of development unless the median is constructed. The Development Standards need to reflect this requirement.
4. 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. All access road improvement construction plans need to be submitted with the subdivision plan. Only off-site improvements that do not provide direct access to the development be phased using development right thresholds. The Development Standards need to be revised accordingly..
5. The City will assist in the condemnation of private property for a road improvement as directed by CDOT or NCDOT, but the developer is responsible for all associated costs for this service. It appears that Development Standard Note 9 needs to be clarified/revised accordingly.
6. The reference to the Charlotte Hornets in Development Standards Note 10 is no longer appropriate and needs to be deleted.
7. The Land Use Trading Equivalency formulas are no longer appropriate for the current development plan. The formulas and any reference to them need to be removed from the Development Standards.
8. Development Standards Note 10, Phase Two needs to be revised to indicate the location of the proposed additional eastbound left-turn lane on Yorkmont Road "at Tyvola Road". We recognize that this improvement is the responsibility of others, but the beginning of Phase Two development is contingent on its completion.
9. Development Standards Note 10, Phase Three also includes the construction of an additional through lane on Yorkmont Road at Beam Road. Although the responsibility for this improvement is identified by others, the beginning of Phase Three development is contingent upon its completion.
10. Should CDOT or NCDOT determine that new or modified traffic signals are needed at access locations, additional legs to existing intersections, and 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/approval process and the installations completed prior to the certificate of occupancy for the first building in that development phase..

11. Should the new intersection of Realigned Yorkmont Road/Connector require traffic signals as determined by CDOT/NCDOT, then as stated previously, the developer is responsible for all costs associated with the design and installation to include, but not be limited to, vehicle signals, pedestrian signal, inductive loops, and interconnect cable. We recommend that a roundabout be reconsidered/re-evaluated as an alternative to the installation of traffic signals at this location.
12. "Road Section G" needs to extend as a public road to Tyvola Road, or a 150-foot centerline radius needs to exist as "Road Section G" turns into "Road Section I".
13. "Road Section F" needs to curve and end at the property line opposite to a logical alignment to South Stream Boulevard as street stub into Sugar Creek.
14. The "possible future public street" on the southwest side of Tyvola Road opposite the new Connector street needs to include right-of-way dedication and its construction to the property line. The alignment of this public street and the Connector street will be determined during the subdivision process. The Subdivision Ordinance requires that there be an acceptable vertical and horizontal alignment for the extension of this public street for a distance of 300 feet.
15. The Public Street cross section detail for the Connector Road at Billy Graham Parkway incorrectly indicates of median width of 5 feet. This width is not sufficient for turn lane(s) that will be required at this location and will be determined by CDOT/NCDOT during the subdivision process.
16. The Public Street cross section median detail for City Park Drive at Tyvola Road does not appear to include any necessary left-turn lanes. The cross section and width of the median will be determined during the subdivision process and will need to include an acceptable resulting median width for pedestrian refuge.
17. Road Section D includes a bike lane adjacent to a parking lane and for this reason needs to be increased to a width of 6 feet.
18. All of the developments internal public street sections reference the street typology (Main Street, Avenue, Local Street, etc) in the proposed Urban Street Design Guidelines. However, Road Sections E, F, and G are identified as Local Streets and inconsistent with the proposed Urban Street Design Guidelines cross sections. The travel lane widths need to be increased to 11 feet.
19. The cost of any traffic signal modifications at the intersection of Tyvola/City Park Boulevard (formerly Paul Buck Boulevard) is the responsibility of the developer. The Development Standards need to be revised to clarify this responsibility. (*Previous Review Comment –1*)
20. At least 600 feet of internal channelization needs to be provided on the main public street 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 – 1*)

21. 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 – 1*)

If we can be of further assistance, please advise.

SLP

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