


# Charlotte Department of Transportation

## Memorandum

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**Date:** October 30, 2007

**To:** Keith MacVean  
Charlotte-Mecklenburg Planning Department

**From:**   
Scott L. Putnam  
Development Services Division

**Subject:** Rezoning Petition 07-143: Located on the northwest corner of North Tryon Street and Pavilion Boulevard

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**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 as increased commercial activity within a Corridor.
- 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 20 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 110 trips per day. This will have a minor impact on the surrounding thoroughfare system.

However, we are aware that the petitioner has prepared a traffic analysis to study the impact of adding a 4<sup>th</sup> leg to the US 29/Pavilion signalized intersection for the rezoning on the adjacent parcel (rezoning petition 2007-047). We recommend the traffic analysis be revised to include this development as well as the recently approved rezoning petition for Pavilion Pointe (2007-079) to provide a more complete development impact to this intersection.

The preparer of the traffic analysis must contact Susan Habina (704-432-1563) of the Charlotte Department of Transportation (CDOT) prior to updating the traffic analysis. Since access is proposed to an NCDOT-maintained roadway, they may require a complete Traffic Impact Study (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. "Future NCDOT Pavilion Boulevard Extension" is shown on the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) Thoroughfare Plan as Salome Church Road realigned in this location. It is our understanding that there is an approved alignment for this roadway that will impact this property along both roadway frontages. The developer/petitioner needs to contact Stuart Basham of MUMPO at 704-336-4695 to obtain this alignment. The site design needs to show the right-of-way for the realignment in order for us to continue our review of the petition.
2. The developer is responsible for all costs associated for modifying the existing signal to include the fourth leg access to the site. The costs may include, but are not limited to, signal poles, loop and camera detectors, pedestrian signals, interconnect, and pavement markings. This needs to be noted on the site plan.
3. We recommend that the developer/petitioner meet with the North Carolina Department of Transportation (NCDOT) prior to resubmittal. North Tryon Street (US 29) and Salome Church Road (and its realignment) are state-maintained roads. An NCDOT driveway permit will need to be obtained in later development review phases and we recommend any NCDOT issues be identified and incorporated with the next submittal.
4. The driveway access to this site to the realigned portion of Salome Church Road is opposite a proposed public street (rezoning petition 2007-047). It needs to be shown as Type III driveway. When the Salome Church Realignment is completed, this access may be limited to right-in/right-out. Sight triangles for this driveway need to be shown from face of curb on the driveway to the right-of-way of realigned Salome Church Road.
5. This portion of realigned Salome Church Road needs to follow the Urban Street Design Guidelines (USDG) for an Avenue roadway section. Reference Section 4.2 of the USDG, which is available on CDOT's website. This section will accommodate bike lanes.
6. No required parking is allowed within the right-of-way or setback along public roadways.
7. Please verify that waste collection vehicles can access and maneuver into/out of the dumpster/trash area.
8. We will provide additional comments on the location of the curblines and the proposed cross section of Salome Church Road following our review of the traffic analysis.

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. The site plan needs to provide an internal system of sidewalks that connects the building entrances to the sidewalks along the street.

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

Realigned Salome Church Road is a major thoroughfare requiring more than the minimum 100 feet of right of way because of required improvements to the intersection of realigned Salome Church Road with US 29. The developer/petitioner has indicated on the plan the dedication of right-of-way to meet this requirement, measuring 70 feet from the centerline of the roadway.

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.

The proposed driveway connection(s) to realigned Salome Church Road 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.

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 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.

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

- Dimension width of the proposed driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.

- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.
- Include curb ramps on-site where needed for accessibility.
- Provide dual directional accessible ramps at all intersections of public and private streets.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske  
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Rezoning File (2)