


Charlotte Department of Transportation

Memorandum

Date: December 19, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-022: Located on the northwest corner of Tyvola
Centre Drive and West Tyvola Road

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 Wedge and does not appear 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 6,000 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,390 trips per day. This will have a lesser and minor impact on the surrounding thoroughfare system.

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

1. The petitioner needs to provide 5' sidewalks and 8' planting strips on all new internal streets.
2. The minimum horizontal centerline radius for a local street is 150 feet. The site plan needs to be revised to provide this minimum radius in lieu of the "hammerhead" 90-degree intersections.
3. New streets need to be designed as Medium Local Residential Streets in accordance with the Urban Street Design Guidelines (USDG). However, depending upon the amount of off-street parking provided, the Wide Local Residential Streets (wider section with on-street parking) may be the applicable cross-section.

4. To provide for future development connectivity, the petitioner needs to provide a public street stub to the north towards the creek to tax parcel 16706101.

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.

1. Given the proposed number and spacing of driveways and planting strips, on-street parking cannot easily be accommodated. The petitioner should consider revising the plan to provide an alley-loaded product for access.
2. If opting to maintain front-loaded townhomes, the petitioner should provide recessed parking on sections of streets without driveways to accommodate on-street parking.

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

Tyvola Road is a major thoroughfare requiring a minimum of 100 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, , measuring 50 feet from the centerline of the roadway.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' 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 Tyvola Centre Drive will require a driveway permit(s) to be submitted to CDOT 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 existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type I driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- 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 (via email)
M.A. Cook – Review Engineer (via email)
J.A. Carroll (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E.D. McDonald (via email)
Centex Homes/Eric M. Williams (via email)
Kennedy Covington/John Carmichael (via email)
Rezoning File