


Charlotte Department of Transportation

Memorandum

Date: October 30, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE 
Development Services Division

Subject: Rezoning Petition 15-128: Approximately 2.3 acres located on the west side of South Tryon Street between West Park Avenue and Camden Road.

CDOT has completed a review of the subject petition in order to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users. Based on our review of the petition, we offer the following comments.

Vehicle Trip Generation

Trip generation data is not available for the existing zoning due to the wide variety of used allowed under the existing districts. The proposed zoning could generate 2,450 trips per day.

CDOT requests the following changes to the rezoning plan:

1. The South End Transit Station Area Plan does not make any recommendations to widen South Tryon and acknowledges some uncertainty with what would be allowable by NCDOT. Based on recent review of this site by CDOT and Planning staff, we understand that the preferred section would include 4 – 11' lanes, 6' bike lanes, 7' recessed parking, and a 16' hardscape area. Implementing this section will require moving the new back of curb location 5.5' further into the site from what is currently shown on the plan. We understand that NCDOT is presently not supportive of recessed on-street parking.
2. Based on recent discussions between CDOT and Planning staff, we recommend that the petitioner revise the 8' planting strip and 8' sidewalk on Camden Rd. to reflect a 16' hardscape area.
3. Based on recent discussions between CDOT and Planning staff, we recommend Park Avenue provide a 16' pedestrian hardscape area (in lieu of 8' planting strip and 8' sidewalk) and 7' of recessed on-street parking.

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte. CDOT has determined that a left-turn lane is necessary to serve the traffic using the proposed public street/private driveway connection(s) for this site. The engineering design and construction of the left-turn lane 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. CDOT will only approve the proposed public street/private driveway connection(s) provided that a left-turn lane is constructed on Park Ave. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the public street/private driveway connection(s). The left-turn lane needs to be designed using NCDOT standards with a minimum 150 feet of storage. This roadway improvement is required to meet the traffic demands of the proposed development.
2. 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.
3. The proposed driveway connection(s) to Park Ave. 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.
4. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. 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.
- 7.

Tammie Keplinger
October 30, 2015
Page 3 of 3

We recommend the Petitioner work directly with Wendy Taylor (980-523-0000) with NCDOT regarding their requirements.

If we can be of further assistance, please advise.

K. Hedrick

cc: S. Correll
Rezoning File