



# Charlotte Department of Transportation

## Memorandum

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**Date:** April 7, 2011

**To:** Tammie Keplinger  
Charlotte-Mecklenburg Planning Department

**From:** Michael A. Davis, PE  
Development Services Division

**Subject:** Rezoning Petition 11-027: 9 Acres located on the southeast quadrant of  
Rea Road and Ardrey Kell Road

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The Charlotte Department of Transportation (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

This site is currently vacant and the proposed zoning is NS. Under the proposed zoning the site could generate approximately 3,400 trips per day, based upon a PM Peak Traffic Analysis Memorandum, dated March 14, 2011 was prepared for NCDOT's review and approval. This memorandum identified land-uses and densities planned for the proposed development. The projected daily trips will have a minor impact on the surrounding thoroughfare system.

Since the primary site access is proposed onto two state-maintained facilities, the petitioner will be subject to the requirements of the North Carolina Department of Transportation (NCDOT).

### CDOT requests the following change to the rezoning plan:

1. The petitioner needs to show continuous 5 feet sidewalks on both sides of proposed new internal street from Ardrey Kell Road to Rea Road and a sidewalk connection from the southwest corner of the Rea Road and Ardrey Kell intersection existing sidewalk system to the site's closest proposed building. Pedestrians entering the site from this intersection corner can take the shortest path to the site's internal sidewalk system.
2. In lieu of constructing a sidewalk along the property's Ardrey Kell Road's frontage and over Flat Branch Creek, CDOT requests providing a continuous pedestrian/bike connection between the north and south sides of Ardrey Kell Road via utilizing an existing shared-use path in the westernmost road culvert. The petitioner needs to connect both sides of Ardrey Kell Road via the existing road culvert using appropriate sidewalk and/or shared-use path widths and compliance to ADA standards.

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3. The proposed driveway connection to the adjacent multifamily property, south of the site needs to be in the form of a recorded joint access easement so that when the property ownership changes the joint access remains with both properties.
4. All of the transportation improvements listed in the conditional notes (i.e. 6a, 6b, 6c and 6d); including the three (3) new improvements above need to be implemented before the issuance of the site's first building certificate of occupancy.

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. 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.
2. 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.
3. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

If we can be of further assistance, please advise.

c:      R. H. Grochoske  
         R. Odynski (NCDOT)  
         S. Cole (NCDOT)