



Charlotte Department of Transportation

Memorandum

Date: November 19, 2012

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 13-001: Approximately 82 acres located on the west side of Interstate 485 and surrounded by Shopton Road, Dixie River Road, Steele Creeke Road, and Trojan Drive.

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 could generate approximately 13,150 trips per day as currently zoned. The site development data on RZ -1 does not provide enough information to accurately estimate trip generation for the proposed zoning. In particular, the maximum gross development states up to 480,000 sf of gross floor area, however this density is not associated with the specific land uses that are proposed. We will provide proposed zoning trip generation estimates in subsequent memoranda after the petitioner identifies specific land uses.

We do anticipate trip increases associated with the proposed development will have a significant impact on the surrounding thoroughfare system. As such, we have previously requested the petitioner submit a Traffic Impact Study (TIS) to CDOT and NCDOT for review and approval. It is our understanding that the final TIS will be submitted to CDOT on November 19, 2012. We will provide transportation specific comments in subsequent memoranda once the traffic study has been reviewed.

We have the following comments regarding apparent conflicts between the proposed rezoning and existing ordinances or policies:

1. The proposed site plan depicted on RZ – 1 does not appear to meet the minimum block spacing requirements of the Subdivision Ordinance. As such, we ask the petitioner coordinate with the Planning Department to establish the required block spacing prior to resubmitting the site plan.

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 will require the appropriate transportation infrastructure mitigation improvements once the TIS has been submitted, reviewed, and approved.
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 driveways and public/private street connections to Steele Creek Road, Dixie River Road, and Shopton Road will require a driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways shown on the site plan are subject to change in order to align with driveways 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.

If we can be of further assistance, please advise.