

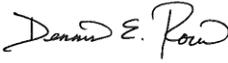


Charlotte Department of Transportation

Memorandum

Date: January 25, 2013

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Dennis E. Rorie, PE 
Development Services Division

Subject: Rezoning Petition 13-023: Approximately 36.10 acres located on the southwest corner at the intersection of Providence Road and Strawberry Hill 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 2,700 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 3,860 trips per day. CDOT has requested the petitioner provide a Transportation Technical Memorandum (TTM) to identify the appropriate access scenario for the subject site. The TTM was submitted on November 6, 2012, and has been reviewed by both CDOT and NCDOT and the recommendations of the TTM have been incorporated into the site plan.

CDOT requests the following changes to the rezoning plan:

1. We request the petitioner show the NCDOT required southbound right-turn lane at the northernmost driveway (northwest corner of the proposed signalized intersection).
2. Add a call out note to the site plan that indicates the southernmost driveway will be restricted to right-in/ right-out and left-in.
3. We request the petitioner add the following sentence to Transportation/Access Note 3c:
 - a. "The final design of the proposed southernmost driveway will be subject to the review/approval of CDOT & NCDOT during the permitting process."
4. We request the petitioner eliminate the sentence under Transportation/Access Note 3d that starts with "It is estimated that the cost for the installation of traffic signal.....", and revised the subsequent sentence in the subject note to the following:

- a. "The signal installation design will consist of wooden poles, high visibility crosswalks, accessible ramps, and associated pedestrian signals."

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.
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 connections to Providence Road (NC Hwy 16) will require 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.

D. Rorie

cc: R. H. Grochoske
S. Correll
Rezoning File