



Charlotte Department of Transportation

Memorandum

Date: December 21, 2012

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE *Mike Davis*
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. CDOT is asking the petitioner to revise the TTM to analyze whether future signalization of the intersection of Providence Road and Strawberry Hill lane is warranted. While the revised document has not been completed, we anticipate supporting the following access treatment:

Full signalization of the northernmost proposed driveway that aligns with Strawberry Hill Lane, while restricting the southernmost driveway to right-in/right-out movements. The southernmost driveway may (given adequate asphalt width) be designed as a directional cross-over, which would permit right-in/right-out and left-in turning maneuvers, but prohibit left-turns from the site onto Providence Road (NC16). At this time CDOT recommends this alternative.

CDOT requests the following changes to the rezoning plan:

1. We request the sentence starting with "It is understood that the connection generally....." under Transportation/Access note 3a be revised to the following:
 - a. "It is understood that the connection generally depicted on the Rezoning Plan is ~~merely~~ illustrative in nature, and can be adjusted or relocated **pending the approval of the Planning and Transportation Departments.**"

2. Align the internal private driveways serving buildings 02, 05, and 06 which have access to the proposed private street that stubs to parcel #18312110. The proposed private driveways are currently offset and create the potential for vehicular turning movement conflicts.
3. Add a 5' sidewalk perpendicular to buildings 5 & 6 in front of the 90° parking spaces.

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

Tammie Keplinger
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cc: R. H. Grochoske
B. D. Horton
Rezoning File