



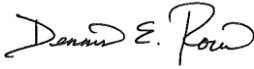
# Charlotte Department of Transportation

## Memorandum

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**Date:** October 2, 2013

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

**From:**   
Dennis E. Rorie, PE  
Development Services Division

**Subject:** Rezoning Petition 13-080: Approximately 6.5 acres located on the north side of Ballantyne Commons Parkway between Annalexa Lane and Providence Promenade Drive North.

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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 1,650 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 370 trips per day.

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

1. We understand the Subdivision Ordinance will permit the required street connection to Ballantyne Commons Parkway to be private. We ask that this street connection be made by converting the existing westernmost private drive into a private street and extending it to Ballantyne Commons Parkway. This new access to Ballantyne Commons Parkway will be restricted to "right-in/right-out" via the installation of a raised concrete median at the petitioner's cost.
2. We understand the Subdivision Ordinance will allow the existing access easement that traverses Parcel #22511253 to be constructed as a private street.
3. The proposed 7' masonry wall appears to be in conflict with required sight distance triangles required per CDOT's Sight Distance Policy. The proposed wall will need to be placed at a location that does not impede sight distance requirements. We ask that sight triangles are included in subsequent rezoning submittals at the site's required entrance to Ballantyne Commons Parkway.

In addition to the comments above, CDOT requests the following changes to the rezoning plan:

1. We request the petitioner specify to what public street cross section the private streets referenced in Transportation Note #1 will be built.
2. We request the petitioner transition the proposed 6' sidewalk along the site's property frontage on Ballantyne Commons Parkway to a location that matches the existing sidewalk located on Parcel #22535248.
3. Provide a taper of the proposed edge of pavement that will allow a planting strip as the proposed sidewalk ties to the existing sidewalk.

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 proposed street entrances. Two 35' x 35' and two 10' x 70' sight triangles are required for the entrances to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances. Such items should be identified on the site plan.
2. The proposed street connections to Ballantyne Commons Parkway and Providence Promenade Drive will require a driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact street locations and type/width of the street connections will be determined by CDOT during the driveway permit process. The locations of the streets 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.
3. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
4. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
5. 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.

Tammie Keplinger  
October 2, 2013  
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C. Leonard

cc: S. Correll  
Rezoning File