



# Charlotte Department of Transportation

## Memorandum

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**Date:** August 28, 2013

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

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

**Subject:** Rezoning Petition 13-080: Approximately 6.5 acres located on the north side of Ballantyne Commons Parkway between Annalex 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 require a street connection to Ballantyne Commons Parkway. 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 require the existing access easement that traverses Parcel #22511253 to be converted to a private street that is built to public street standards. This will require the gated entrance shown on the rezoning plan to be removed, and the private drive on-site that runs parallel to Ballantyne Commons Parkway will need to remain open to the public.
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 construct the curb & gutter along the site's frontage on Ballantyne Commons Parkway in the same horizontal location that was approved on "*The Villas at Alexander Place*" construction plans.
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.
4. The driveways shown along the access drive that connects the site to Providence Promenade Drive need to be removed. The final locations of the subject driveways will be determined during the driveway review process for any future development plan for parcel #22511253.
5. We request the petitioner add a scale to any subsequent rezoning submittals.

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

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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.

C. Leonard

cc: S. Correll  
Rezoning File