



Charlotte Department of Transportation

Memorandum

Date: March 4, 2014

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Dennis E. Rorie, PE 
Development Services Division

Subject: Rezoning Petition 13-085: Approximately 89.5 acres located on the east side of Providence Road between Golf Links Drive and Chancelot Lane.

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 2,600 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 19,400 trips per day.

CDOT has determined that a Traffic Impact Study (TIS) is required for the subject rezoning petition. The subject TIS has been submitted to CDOT and reviewed. Any relevant TIS comments have been included in this memorandum.

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

1. The current rezoning petition does not specify the proposed street cross-sections for the internal public and private streets. It is our understanding that the proposed street cross-sections will need to comply with the minimum requirements of the Subdivision Ordinance.

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

1. We request the petitioner clarify/specify why they are not proposing to construct all of Ardrey Kell Road to the northernmost property line. Not having this connection in place can have an adverse effect on the effectiveness of the internal street network (Figure 1). Furthermore, we request Ardrey Kelly be constructed to the northernmost property line as a part of the current rezoning petition.

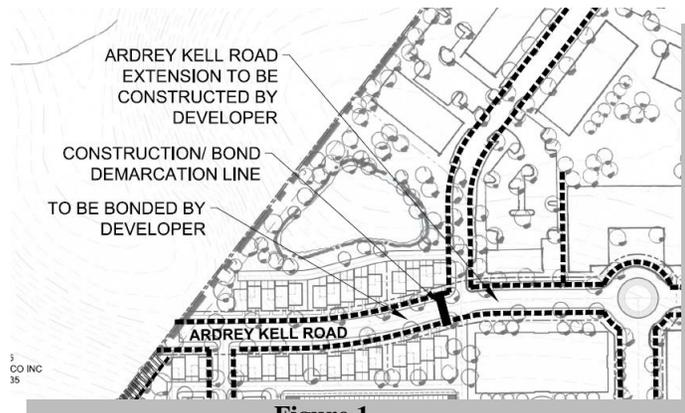


Figure 1

2. The location of the back of curb for Ardrey Kell Road should be 29.5' from the centerline of the street. This curb location will allow Ardrey Kell to be designed consistent with the Urban Street Design Guidelines for an Avenue. We recommend the development standards include this back-of-curb location.
3. We request the petitioner revise the first bullet under Transportation note "D" to the following; "Install a full-movement traffic signal upon meeting applicable MUTCD signal warrants. A signal warrant analysis will be submitted upon completion of Development Area "A".
4. We request the petitioner clarify the status of any existing/proposed cross-access agreement between the proposed development and the existing childcare facility (parcel #23113108). It is our understanding from the owner of parcel #23113108 that a cross access agreement has not been finalized (Figure 2).

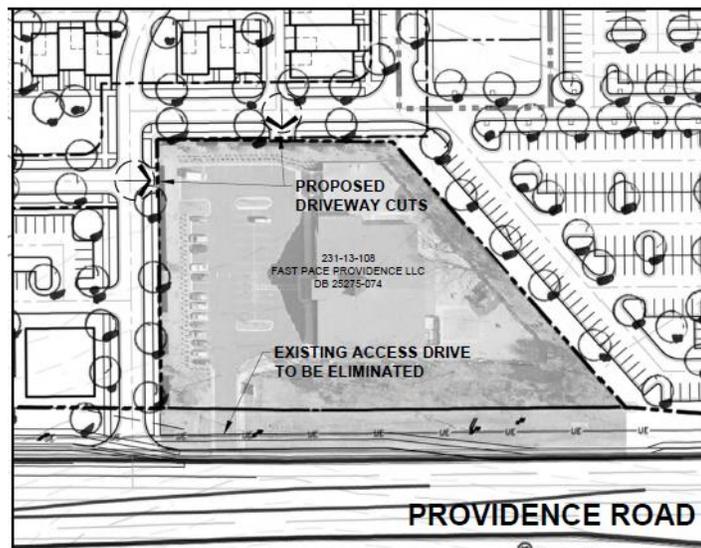


Figure 2

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5. We request the proposed median shown on Ardrey Kell extension at the intersection with Providence Road be designed to account for an 8' pedestrian refuge island. The final design of the pedestrian refuge island will be determined during the driveway permit process.
6. We request the petitioner revise the first bullet under note "f" of the "Transportation Improvements and Access" section to the following;
 - a. *"Install a traffic signal with full pedestrian accommodations upon meeting the applicable MUTCD signal warrants. The petitioner will provide a signal warrant analysis to CDOT for review and approval upon completion of the construction of the dense multi-use area of the site."*
7. We request the petitioner re-word "Access" note "g" to the following;
 - a. *"The petitioner will coordinate the design of any decorative pavement elements proposed within the public right-of-way with CDOT during the driveway permit process. Furthermore, the petitioner understands that they would need to obtain an encroachment agreement for any decorative pavers and/or stamped pavement proposed in the public right-of-way."*
8. We request the petitioner revise "Access" note "i" to the following;
 - a. *"The alignment of the internal public and private streets, vehicular circulation and driveways may be modified by the petitioner, subject to CDOT's final approval, to accommodate changes in traffic patterns, parking layouts and any adjustments required for approval by the Charlotte Department of Transportation (CDOT) in accordance with published standards and industry best practices so long as the street network set forth on the Rezoning Plan is not materially altered."*
9. We request the petitioner revise the wording of the "Right-of-way Availability" note as such;
 - Remove the minimum 60 day good faith period, and specify that all minimum good faith time periods will be in accordance with the standard City right-of-way acquisition process as administered by the City's Engineering & Property Management Department.
 - Re-word the sentence starting with "Furthermore, in the event..." to the following; "Furthermore, in the event public roadway improvements referenced in subsection a. above are delayed because of delays in acquisition of additional right-of-way as contemplated herein above, then the petitioner will contact the Planning Department and CDOT regarding an appropriate infrastructure phasing plan that appropriately matches the scale of the development proposed to the public infrastructure mitigations.

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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 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 and proposed street entrance(s). 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.
3. The proposed street connections to Providence Road (NC 16) will require driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact street connection locations and type/width of the street connections shown on the site plan will be determined by CDOT during the Subdivision review process. The locations of the street connections 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. 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.

C. Leonard

cc: S. Correll
Rezoning File