



Charlotte Department of Transportation

Memorandum

Date: December 23, 2013

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 14-011: Approximately 12.33 acres located on the south side of Montana Drive generally bounded by Interstate 85, Abelwood Road, and Burbank 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 2,760 trips per day under the existing zoning. Under the proposed zoning, the site could generate approximately 450 trips per day.

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

1. It is our understanding that the site is required to have a sidewalk 8' planting strip and 5' sidewalk) along the site's Montana Drive street frontage to comply with Chapter 19 of Charlotte City Code.

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 entrance. Two 35' x 35' and two 10' x 70' sight triangles are required for the entrance to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance. Such items should be identified on the site plan.
2. The proposed driveway connection to Montana Drive will require a driveway permit to be submitted to CDOT and the North Carolina Department of Transportation (NCDOT) for review and approval. The exact driveway location and type/width of the driveway will be determined by CDOT during the driveway permit process. The locations of the driveway

shown on the site plan are subject to change in order to 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/NCDOT prior to the construction/installation of the non-standard item(s). Contact CDOT/NCDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

We anticipate that NCDOT will request the following, and recommend the Petitioner work directly with Mr. Brett Canipe with NCDOT regarding their anticipated request.

Since access is proposed to an NCDOT-maintained roadway, they may require a left-turn lane as part of their driveway permit approval process. They may have additional or different requirements for their approval than what is identified in this rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.

If we can be of further assistance, please advise.

R. Grochoske

cc: S. Correll
Brent Canipe, NCDOT (via email)
Sean Epperson, NCDOT (via email)
Rezoning File