



Charlotte Department of Transportation

Memorandum

Date: August 29, 2014

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 14-091: Approximately 85.3 acres located on the north side of West Arrowood Road between Woodknoll Drive and Red Oak Boulevard.

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.

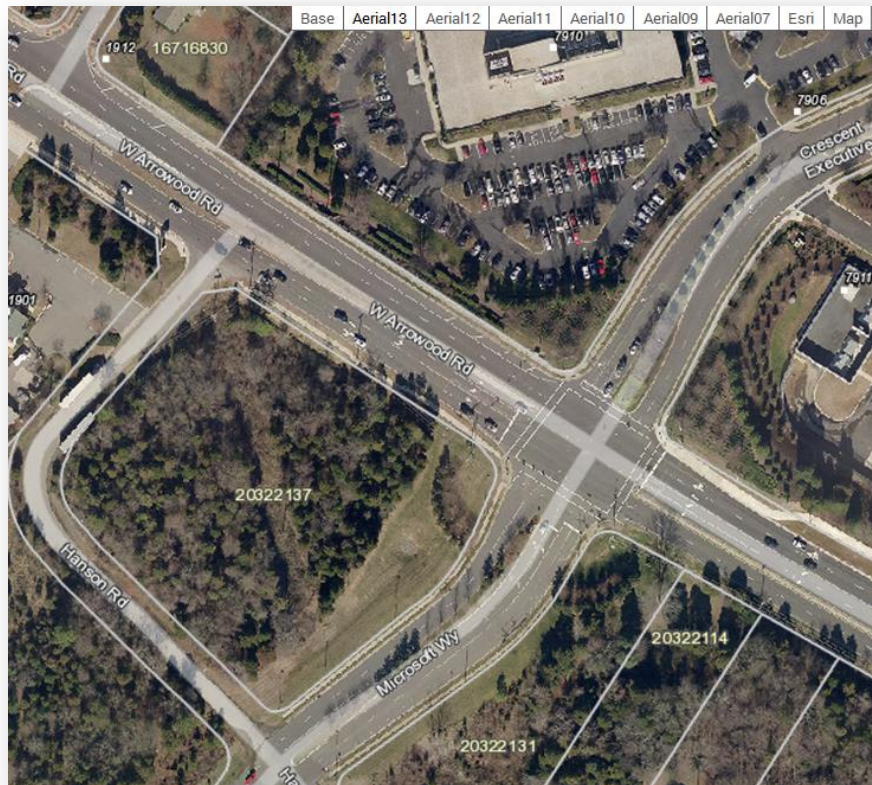
Vehicle Trip Generation

This site could generate approximately 6,400 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 8,600 trips per day. The petitioner submitted a Traffic Impact Study (TIS) to CDOT and NCDOT on July 28, 2014. NCDOT has sent the subject TIS to their Congestion Management Unit for review due to the site's proximity to the I-77 Interchange. CDOT has reviewed the subject TIS and our comments are included in this memorandum.

CDOT requests the following changes to the rezoning plan:

1. We request the petitioner to provide a 10' multi-use shared path and an 18' planting strip from Crescent Executive Drive to the western most property line.
2. We request the petitioner specify where on the site plan there are proposed pedestrian scale lighting as noted in note "e" of the "Access and Transportation" section of the Development Standards. Please note that the developer will be responsible for all costs associated (installation, material, and perpetual operating costs) with the pedestrian scale lighting if such items are placed in the public right-of-way.
3. We request the petitioner re-word conditional note "i" under the "Access and Transportation" section of the Development Standards to specifically include the proposed infrastructure phasing referenced in the last sentence of note "i"
4. We request the petitioner clarify note "h" under the "Access and Transportation" section of the Development Standards. Specifically we request they clarify if the intersection labelled

in the Development Standards is correct. It currently notes that the petitioner will fund and install a traffic signal at Arrowood and Hanson upon meeting signal warrants. CDOT cannot support signalization of this intersection as this location is too close (420') to the existing signal at Arrowood and Crescent Executive Drive.



5. We request extending the existing westbound dual left-turn lane storage by 125' on Arrowood Road at its intersection with South Tryon.
6. CDOT does not support the proposed restriping of the existing through lanes on the northern and southern approaches of the Arrowood/Crescent Drive signalized intersection to through-rights. Striping the through lanes to through-rights will prevent providing a proper pedestrian phase/crossing on Arrowood Road.
7. CDOT does not support the proposed restriping of the northernmost outside lane from gore striping to a dedicated right turn-lane on Arrowood Road at Altacrest Place along with the proposed restriping of the adjacent lane from a through-right to a through lane. The proposed striping needs to remain as it currently exists today.
8. CDOT does not support the proposed southbound triple right-turn lane shown at the I-77/Arrowood Road interchange. The petitioner needs to remove the subject third right-turn lane and increase the existing dual right turn lane storage on the off ramp to the maximum

storage permitted by NCDOT. We request the extended dual right-turn lanes be shown on the site plan submittal.

9. We request the petitioner extend the existing eastbound dual left-turn storage at the signalized intersection of Arrowood Road at Crescent Executive Drive by 150'.
10. CDOT supports the proposed westbound right-turn lane proposed on Arrowood Road at Crescent Executive Drive as recommended in the TIS.

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 existing 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. Any existing/proposed access locations to public streets 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 location of the driveway shown on the site plan is 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.

We anticipate that NCDOT will require the following, and recommend the Petitioner work directly with Mr. Brett Canipe (980-523-0000) with NCDOT regarding their anticipated requirement.

Since access is proposed to an NCDOT-maintained roadway, they may require an additional right-turn lane as part of their driveway permit approval process. NCDOT may have additional or different requirements for their approval than what is identified in this rezoning process. The

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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.

C.Leonard

cc: S. Correll
Rezoning File