



Charlotte Department of Transportation

Memorandum

Date: December 31, 2014

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 15-022: Approximately 188 acres located on the north side of Ardrey Kell Road near the intersection of Providence Road and Ardrey Kell Road.

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 13,250 trips per day as currently zoned. CDOT is presently awaiting information from the petitioner regarding the most intense proposed land use densities associated with the subject rezoning request. To date, this information has not been submitted; therefore CDOT is unable to calculate the proposed trips the site could generate.

CDOT has met with the petitioner regarding the need for a Traffic Impact Study (TIS) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity. CDOT and Planning are currently working with the petitioner prior to beginning the TIS to determine the traffic study requirements such as needed street connections, land use densities, and possible future traffic signal locations for the proposed development.

We understand that NCDOT is also requiring a TIS as a condition of their driveway permit approval. We anticipate that NCDOT's review of the TIS will occur after the City's Rezoning Process, and any TIS comments from CDOT for this petition will not include NCDOT's response to the subject TIS. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have. Additional CDOT/NCDOT comments and any required transportation improvements will follow our review of the Traffic Impact Study.

Overview

This petition is currently in a Wedge area, yet seeks to develop an intense mix of land uses that will generate a significant volume of traffic, more characteristic of a Center. This petition might effectively amend the limits of the adjacent Activity Center, however it should be noted that the existing street network is deficient for the purposes of supporting an Activity Center. Therefore

this petition will need to make strong commitments to creating an adequate local street network and arterial mitigations, as well as strong urban design to support walkability and transit access. In general, by making good connections to the local street network should reduce the need for arterial mitigations. We offer the following preliminary comments in support of this petition as a Mixed Use Activity Center:

Transportation

1. We recommend at least two street connections be built offsite from development areas D and E to Allison Lane and Alvarado Way. The benefit of this will be to internalize trips between Stone Creek Ranch and this site. Candidate locations are extending Public Road C through properties 229-152-29 and -30, and extending Public Road A through property 229-152-20. Alternatively, development of areas D and E could be conditioned on other development building these streets first.
2. Alvarado Way is a major collector street on the adopted Major Collector Plan, and is intended to carry some amount of through traffic. The major collector plan shows it continuing to Ardrey-Kell Rd. Public Road C should connect in a reasonably direct way between Ardrey-Kell Rd. and Alvarado Way.
3. Golf Links Drive should be stubbed to the western property line. The CD plan for Stone Creek Ranch continues this to Tom Short Road.
4. Red Rust Ln. should connect to Golf Links Drive regardless of whether a school is developed in development area D or not. This street is needed for north-south mobility between Stone Creek Ranch and this site, and also to help connect the school with the neighborhood. The school site can be arranged such that no driveways to the school are on the extension.
5. The street grid should be extended into the residential development areas C and F. We can accept having indirect connections to the existing two stub streets in Stone Creek Ranch (Raffia Ln., Wheat Ridge Rd.)
6. The internal east-west streets in development area A should extend through development area B and stub into the back of the Harris-Teeter shopping center. The intent is to set up future extensions of these streets to Providence Rd.
7. If the traffic study indicates any needed improvements at the intersection of Providence/BCP/McKee, they need to be coordinated with the City's CIP project at this intersection.
8. Notes 2.I.a and .b are more consistent with suburban development, with office and retail buildings being surrounded by large parking fields (consistent with a Wedge instead of a Center). We urge caution in evaluating the urban design of the site plan to ensure that development can be successful as a walkable environment.

9. We do not support note 2.I.h. Doors must not reduce the available effective width of the sidewalk for pedestrians.
10. This area is not presently served by transit; we recommend consideration be given to how transit service be provided to this site and accommodated with appropriate on-site facilities.

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

R. Grochoske

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