

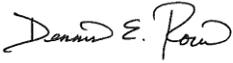


Charlotte Department of Transportation

Memorandum

Date: February 23, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: 
Dennis E. Rorie, PE
Development Services Division

Subject: Rezoning Petition 15-023: Approximately 1.66 acres located on the northeast corner at the intersection of Harrisburg Road and Camp Stewart Road (*Revised 2/13/15*).

CDOT has previously commented on the subject petition in our memorandum to you dated December 31, 2014.

Vehicle Trip Generation

This site could generate approximately 100 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 2,000 trips per day.

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

1. It does not appear a fuel delivery truck can maneuver throughout the site without encroaching upon the required vehicular queuing areas for the proposed pumps.

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

1. CDOT requests the back-of-curb distances from the previous memo be reflected within the Transportation development notes:
 - a. CDOT requests back of curb be set at a distance of 35' from the centerline of the existing roadway of Harrisburg Road to accommodate a 4-lane Avenue cross-section with center turning lane, and an 8'-wide planting strip and 6'-wide sidewalk.
 - b. CDOT requests the proposed curblines be set at a distance of 24' from the centerline of the existing roadway of Camp Stewart to accommodate a 2-lane Avenue cross-section with center turning lane, and an 8'-wide planting strip and 6'-wide sidewalk.

2. CDOT recognizes that a sight distance issue may exist along Harrisburg Road to the south of the proposed site. CDOT requests that the petitioner revise the plan view and development notes for the access point along Harrisburg Road to indicate the following:
 - a. Access to Harrisburg Road may be limited to a right-in-right-out condition depending on available intersection sight distance and other variables, to be determined by NCDOT and CDOT during the permitting phase.

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.

1. Since access is proposed to NCDOT-maintained roadways, they may require a right-turn lane as part of the driveway permit approval process. NCDOT may have additional or different requirements for their approval than what is identified in this rezoning process. We recommend the developer/petitioner meet with NCDOT early in the rezoning process to identify any issues that they may have.

If we can be of further assistance, please advise.

K. Bryant

cc: S. Correll
Rezoning File