

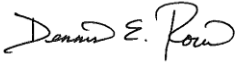


Charlotte Department of Transportation

Memorandum

Date: March 27, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: 
Dennis E. Rorie, PE
Development Services Division

Subject: Rezoning Petition 15-042: Approximately 2.51 acres located on the northeast corner at the intersection of Statesville Avenue and Woodward Avenue.

CDOT has previously commented on the subject petition in our memorandum to you dated February 27, 2015.

Vehicle Trip Generation

This site could generate approximately 3,300 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 330 trips per day.

CDOT requests the following changes to the rezoning plan:

1. CDOT requests the petitioner dedicate right-of-way for Statesville Avenue as per previously approved rezoning petition 2015-073, as indicated on Right-of-Way Dedication, Abandonment, and Transportation Commitments note 11.1. In addition to the aforementioned right-of-way dedication, CDOT requests a 35'x35' easement for future traffic signal poles, cabinets, and other associated appurtenances at the corner of Statesville Avenue and Woodward Avenue.
2. Woodward Avenue is classified as a major collector street. As such, CDOT requests the petitioner dedicate 30' of right-of-way along the property's frontage, measured from centerline of the existing right-of-way.
3. CDOT requests that the petitioner work with the owner of Parcel 07904301 in a good faith effort to eliminate the short section of substandard sidewalk along Statesville Avenue, and replace with an 8'-wide planting strip, an 8'-wide sidewalk, and any associated sidewalk and utility easements necessary for construction and maintenance activities. See Figure 1.



Figure 1

4. CDOT requests that the petitioner revise the plans to include a receiving curb ramp on the southeast quadrant of the intersection of Statesville Avenue and Woodward Avenue. Recognizing the existing site constraints at this location, it is recommended that the petitioner construct a blended transition style curb ramp. See Figure 2 for an example of the blended transition curb ramp.

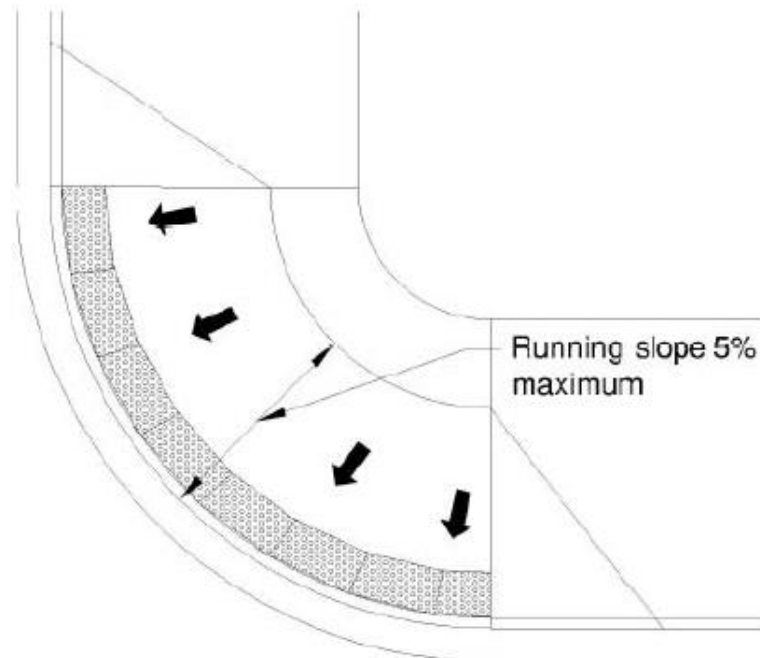


Figure 2

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/driveway 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/proposed street entrance(s). Two 35' x 35' 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.
3. The proposed driveway connection(s) to Woodward Avenue will require a driveway permit(s) to be submitted to CDOT 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.
4. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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6. 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.

K. Bryant

cc: S. Correll
Rezoning File