



Charlotte Department of Transportation

Memorandum

Date: May 20, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: 
Dennis E. Rorie, PE
Development Services Division

Subject: Rezoning Petition 15-066: Approximately 19.2 acres located on Arrowood Road alongside I-485
(Revised 5/18/15)

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

Vehicle Trip Generation

Under the existing zoning, the site could generate approximately 6,300 trips per day. The site could generate approximately 3,200 trips per day under the proposed zoning.

Previously, CDOT requested the petitioner provide a Transportation Technical Memorandum (TTM) to for the proposed development. The TTM was submitted to us on May 13, 2015, and our comments are included below.

CDOT requests the following changes to the rezoning plan and the TTM:

1. The TTM recommends the petitioner construct a left-turn lane along Arrowood Road with a minimum 100ft of storage. We request the petitioner extend this left-turn storage from 100ft to 150ft.
2. We request the petitioner add a note to the Development Standards that states the following; *“In the event that the future public street that will be built under this phase of the development gets connected to the proposed Whitehall Corporate Center Drive on the opposite side of the existing stream, the petition agrees to provide an updated Transportation Technical Memorandum (TTM) to evaluate the adequacy of the infrastructure that will be built at the intersection of Arrowood and the proposed public street that will be built under the subject rezoning petition (2015-066).”* See Figure 1.

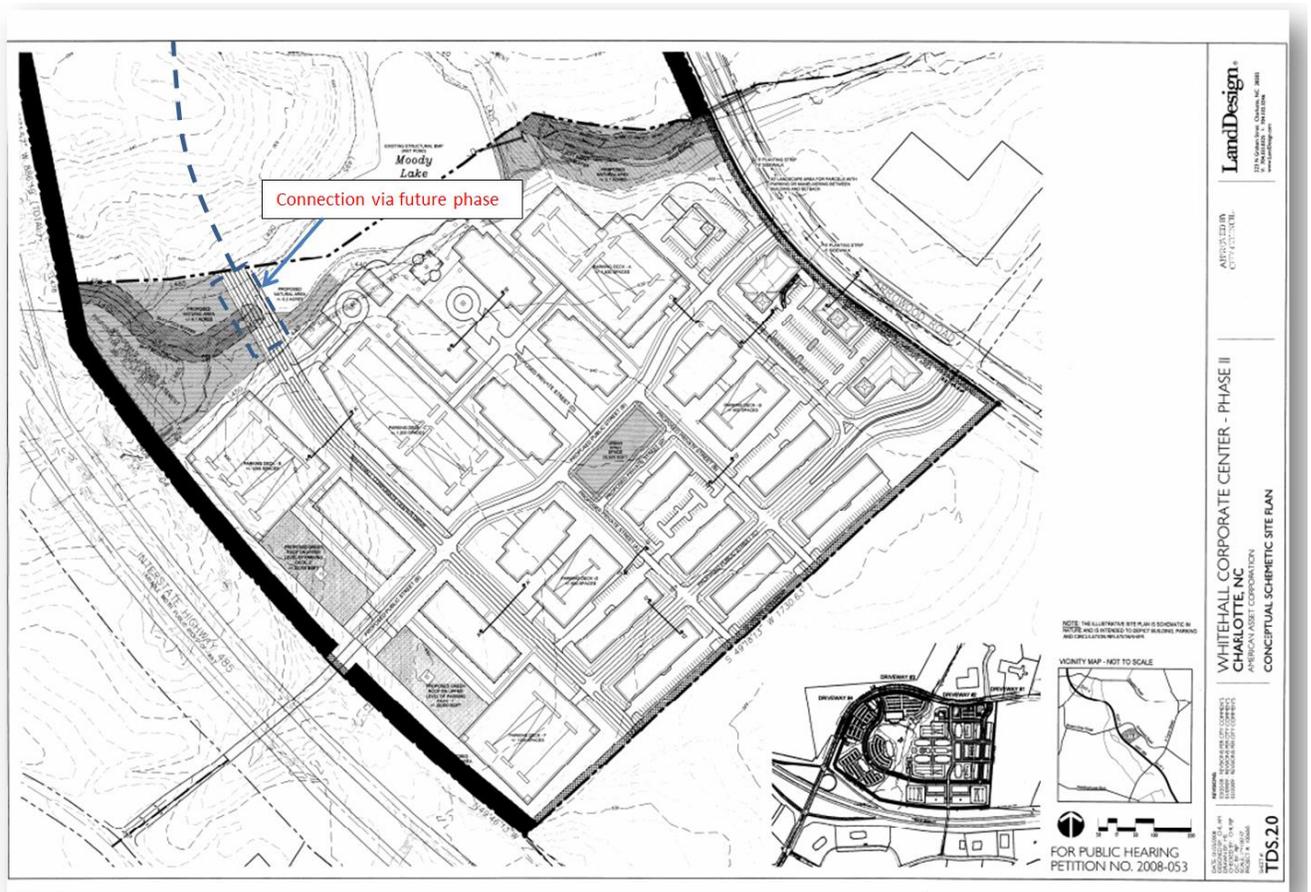


Figure 1

3. CDOT requests that the petitioner extend the proposed public street to the southern property line. In addition, we request the proposed street be designed to the Local Commercial Wide typical section (CLDSM U-05)

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' 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.
3. The proposed driveway connection(s) to West Arrowood Rd. will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation for

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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.
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. Hedrick

cc: S. Correll
Rezoning File