



Charlotte Department of Transportation

Memorandum

Date: July 31, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 15-101: Approximately 371 acres located on the northwest corner at the intersection of Rocky River Church Road and Albemarle 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 12,075 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 17,560 trips per day.

In a meeting held previous to the submittal of the rezoning petition it was determined the developer submit a Traffic Impact Study (TIS) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity. Additional comments and any required transportation improvements will follow our review of the Traffic Impact Study. CDOT received the Cresswind Development TIS on July 27, 2015 and the Public Hearing for this case is scheduled October 19, 2015.

CDOT requests the following changes to the rezoning plan:

1. CDOT requests the petitioner dedicated right-of-way in fee simple to the appropriate governmental agency along the following thoroughfares as identified on the Charlotte Regional Transportation Planning Organization's (CRTPO) Thoroughfare Plan:
 - a. Albemarle Rd. is designated as a major Class III C – Commercial Aerial; please contact NCDOT regarding their future right-of-way needs along the site's Albemarle Rd.'s frontage.
 - b. Rocky River Rd. is designated as a minor thoroughfare needing a total of 70' right-of-way, therefore 35 feet of right-of-way is needed as measured from Rocky River's existing right-of-way centerline.
 - c. Camp Stewart Road is designated as a minor thoroughfare needing a total of 70' right-of-way; therefore 35 feet of right-of-way is needed as measured for Camp Stewart's Rocky River's existing centerline.

2. The Petitioner, City Planning and CDOT have met several times after the original site plan was submitted for our review. These meeting primarily discussed the proposed site plan's street network and future street connections to adjacent parcels to comply with Planning's Subdivision Ordinance. To that end, the original site plan, date June 18, 2015 has been updated and used in the TIS submitted to CDOT to determine traffic impacts associated with the proposed development. The petitioner needs to revise the site plan to match up with the site plan submitted and used in the TIS.
3. CDOT requests the petitioner explain conditional note 2. *iv (sheet RZ-4.0): A minimum front setback of 10 feet as measured for the proposed right-of-way of public streets?* CDOT needs to know how the proposed 10 feet setback will affect parking and/or public sidewalks.
4. Since this proposed development is very large, CDOT assumes all the internal and off-site transportation improvements will not be implemented at one (1) time. Therefore a detailed development phasing plan needs to be prepared and linked to all proposed off-site transportation and/or primary street connections/links accessing the site. This will determine when a certain amount of development triggers each major transportation infrastructure improvement as identified in the TIS. This information will need to be documented in the petition's conditional transportation notes.

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. CDOT has determined that a left-turn lane is necessary to serve the traffic using the proposed public street/private driveway connection(s) for this site. The engineering design and construction of the left-turn lane is the responsibility of the owner, and shall be performed by a professional engineer registered in the State of North Carolina who has roadway-design experience. CDOT will only approve the proposed public street/private driveway connection(s) provided that a left-turn lane improvements are constructed at the following intersections:
 - a. Albemarle Rd. and N/S Collector Rd.
 - b. Albemarle Rd. and Site Drive 1
 - c. Rocky River Rd. and Woodland Farm Drive
 - d. Camp Stewart Rd. and Old Iron Lane

We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the public street/private driveway connection(s). The left-turn lane needs to be designed using NCDOT standards with a minimum 150 feet of storage. This roadway improvement is required to meet the traffic demands of the proposed development.

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

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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 Albemarle Rd., Rocky River Rd. and Camp Stewart Rd. will require a driveway permit 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.
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.

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.

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