



Charlotte Department of Transportation

Memorandum

Date: October 25, 2010

To: Tom Drake & Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE *Rich H. Grubbs for*
Development Services Division

Subject: Rezoning Petition 10-068: Located on the north side of Ballantyne Commons Parkway between Annalexa Lane and Providence Promenade Drive North

Consistency with Transportation Action Plan (TAP): The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

Goal 1 of the TAP relies on implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Mixed-Use Activity Center. These areas should include a dense and interconnected network of thoroughfares and local streets. Specific comments are provided below to better link proposed changes in land use with improved transportation network.

Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are provided below to bring the petition into compliance with best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 200 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,650 trips per day. This will have a minor impact on the surrounding thoroughfare system. However, street connectivity from the site to Providence Promenade Drive is an important transportation link to reduce traffic generated by the proposed development.

CDOT requests the following changes to the rezoning plan:

1. Ballantyne Commons Parkway is a major thoroughfare requiring a minimum of 100 feet of right-of-way. We request that the petitioner convey right-of-way in fee simple title to meet this requirement, 50 feet from the existing centerline.
2. The Office/Commercial Street – Narrow cross-section within the *Charlotte Land Development Standards Manual*, *USDG proposed Street Cross-sections* should be referenced for the private street connecting Ballantyne Commons Parkway and Providence Promenade Drive North. If possible, CDOT desires this street connection to look and feel like a public street that will accommodate pedestrians as well. CDOT realizes the right-of-way and/or easement width may be limited for this proposed street connection; therefore please contact CDOT ASAP to discuss this request and requirements.

3. The proposed internal driveway, near Ballantyne Commons Parkway servicing the bank parcel needs to be removed from the site plan. CDOT needs approximately 150 feet length for the site's main driveway throat (the distance to the site's drive aisle, north of the proposed detention pond meets this requirement).

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. Since access is proposed to an NCDOT-maintained roadway, they may have additional or different requirements for their approval than what is identified in this rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.
2. In accordance with CDOT's Sight Distance Policy, adequate intersection sight distance (ISD) is to be provided at the proposed street connection to Ballantyne Commons Parkway for a minimum of 445 feet in both directions along the roadway. The subject proposed driveway is in a curve and ISD may be limited to existing trees in the "undisturbed buffer". ISD is measured from a point 15 feet back from the projection of the Ballantyne Commons Parkway curb line in the outbound lane of the proposed private drive to the center of each approaching lane. The sight distance is based on a driver's eye height of 3.5 feet and an approaching vehicle height of 3.5 feet; include this information on the plans. ISD must be shown on the revised plans in both the horizontal and vertical dimensions, i.e., in both plan and profile. The vertical ISD profile must be shown along the sight line, not the roadway centerline. If the sight line is projected outside of the right-of-way a sight distance easement needs to be shown on the adjacent properties.
3. A minimum of 38 feet from the centerline to the face of curb needs to be dimensioned on the roadway plans for Ballantyne Commons Parkway. This is the curb and gutter location for CDOT's typical major thoroughfare roadway cross section. At the end of the curb and gutter the pavement needs to taper back to the existing edge of pavement at a 2:1 rate.
4. Due to the size of the development and the expected traffic volumes, the street entrance to the site needs to accommodate at least 100 feet of internal channelization, in which access to parking areas are not to enter or exit.
5. 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.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.

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If we can be of further assistance, please advise.

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Rezoning File

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