Charlotte Department of Transportation
Memorandum

Connecting Charlotte

Date:　　　March 31, 2014

To:　　　Tammie Keplinger
　　　　　Charlotte-Mecklenburg Planning Department

From:

　　　　　Michael A. Davis, PE
　　　　　Development Services Division

Subject:　Rezoning Petition 14-035:　Approximately 90 acres located on the
　　　　　　　　　　　　　　　　southeast corner at the intersection of
　　　　　　　　　　　　　　　　David Taylor Drive and Claude Freeman
　　　　　　　　　　　　　　　　Drive.

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 25,950 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 8,700 trips per day.

CDOT and NCDOT have determined that a Traffic Impact Study (TIS) is required for the subject rezoning petition. The subject TIS has not been submitted to CDOT as of the time of this memorandum; however, specific transportation comments will be provided in subsequent memoranda after the TIS has been submitted and reviewed. The TIS needs to be submitted to CDOT/NCDOT for our review and approval four (4) weeks prior to the petition's Public Hearing date.

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

1. As previously discussed, we request the petitioner revise the site plan and conditional notes to allow for a future public cross-access easement and connection between the end of the proposed public street #1 and the proposed public street #2 (i.e. through "Parcel 1"), as currently identified on the existing site plan.

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 and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte.

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2. Adequate sight triangles must be reserved at the existing/proposed street entrances. Two 35' x 35' and two 10' x 70' sight triangles are required for the entrances to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances. Such items should be identified on the site plan.

3. The proposed driveway connections to David Taylor Drive and Claude Freedom Drive will require driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways shown on the site plan are subject to change in order to align with driveways on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

4. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

5. 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.

R. Grochoske

cc: S. Correll
        Brett Canipe (NCDOT), via email
        Sean Epperson (NCDOT), via email
        Rezoning File