



Charlotte Department of Transportation

Memorandum

Date: September 2, 2011

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 2011-052: Approximately 2.80 acres located on the west side of Odell School Rd near intersection of Carolina Lily Lane and Odell School Rd.
(revised 8/19/11)

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 3,165 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 4,330 trips per day. This will have a minor impact on the surrounding thoroughfare system.

We have the following comments regarding apparent conflicts between the proposed rezoning and existing ordinances or policies:

1. Odell School Road is designated as a major thoroughfare on the Mecklenburg County Thoroughfare Map. The petitioner is requested to dedicate 50 feet of right-of-way from the existing centerline of Odell School Road along the site's frontage.
2. A conditional note needs be added requiring a 6' foot sidewalk and 8' planting strip along the site's Odell School Road frontage.
3. NCDOT's I-485 Northern Loop Project will connect Odell School Road/ Ridge Road to Mallard Creek Road to a full access interchange at I-485. With the future connection to I-485 projected traffic volumes on Odell School Road are in the range of 15-20,000 vehicles per day. Therefore the current full access intersection shown near the site's southern property line will need to prohibit left turns out of the site (i.e. eastbound to northbound traffic movement). This driveway will need to be restricted to right-in/right-out traffic movements when Odell School Road is widen with a raised median. A conditional note needs to be added to the revised 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.

4. 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.
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 proposed driveway connection(s) to Carolina Lily, Odell School Road, or Beard Road will require a driveway permit(s) 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.
7. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
8. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
9. 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.

c: R. H. Grochoske
D. Rorie
B. D. Horton
L. Mitchell (NCDOT)
Rezoning File