



Charlotte Department of Transportation

Memorandum

Date: October 24, 2011

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 2011-083: Approximately 22.0 acres located on the southside of the intersection of Steele Creek Road and Walker Branch 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 1,687 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 9,029 trips per day. This will have a significant impact on the surrounding thoroughfare system.

The petitioner submitted a Transportation Impact Study (TIS) to NCDOT and CDOT for review. The TIS is currently being reviewed and the recommended intersection improvements are being evaluated by both NCDOT & CDOT. TIS improvements and comments will be provided CDOT in subsequent memoranda.

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

1. If the Proposed Private Road "B" is a required street by the Subdivision Ordinance, it would be an Office/Commercial Wide. CLDSM standard U-5A is the default street cross-section. The typical section in the rezoning plan does not appear to include a sidewalk on both sides of the street.

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

1. We recommend the proposed street cross sections "A" and "B" be removed from petition 2011 – 083, to allow for the final cross sections to be determined during the construction permitting phase.

1. The petitioner needs to specify whether they are proposing a traffic circle or roundabout approximately 200 ft from the southernmost full access point on sheet RZ – 2 of petition. If the circular feature shown is a proposed traffic circle or roundabout, no on – street parking will be permitted between it and the proposed full movement intersection of Proposed Private Road “B” and Steele Creek Rd.
2. In any location along Steele Creek where the curb will be moved, we request the petitioner provide 5 ft bike lanes.

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. 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.
2. The proposed street connection(s) to Steele Creek Road 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 of the street connection will be determined by CDOT during the driveway permit process. The locations of the street connections shown on the site plan are subject to change in order to align with streets/driveways on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
3. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
4. 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 anticipate that NCDOT will request the following, and recommend the Petitioner work directly with NCDOT regarding the anticipated request.

1. Steele Creek Road is a State Maintained Roadway. As such, we anticipate NCDOT will require an eastbound right turn lane on Steele Creek Road into Proposed Private Road “B”. The exact dimensions of the turn lanes are not known at this time; however, we recommend the petitioner contact NCDOT directly regarding the exact turn lane dimensions.

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2. We anticipate NCDOT will have additional transportation comments after they have fully evaluated the Transportation Impact Study (TIS).

If we can be of further assistance, please advise.

c: R. H. Grochoske
B. D. Horton
Rezoning File