



Charlotte Department of Transportation

Memorandum

Date: May 17, 2013

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE
Development Services Division

Subject: Rezoning Petition 13-058: Approximately 13.57 acres located on the south side of Morris Field Drive between CPCC Harris Campus Drive and Capitol 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 675 trips per day as currently zoned R-5 residential if developed as single – family residential. There is currently not enough information to accurately provide trip generation estimates for the proposed zoning. CDOT requests the petitioner specify the maximum building square foot dimensions for the proposed site in order provide trip generation estimates.

CDOT requests the following changes to the rezoning plan:

1. The current CD plan does not provide detail to understand how access and site layout will occur. We request that the site be designed in a manner that provides connectivity to CPCC Harris Campus Drive, which will connect to West Blvd in the future. One way to achieve this connection is to extend the existing campus southern loop road eastward through parcel 11505105 and connect to Morris Field. It may also be preferred to develop a new main access to serve both sites from this location. It might not be possible to retain full-movement access in the future to Morris Field at Harris Campus Drive. If a traffic signal is warranted, it would likely only be possible from a new connection to Morris Field Drive located further east from Billy Graham Parkway. CDOT would be interested to meet with the petitioner to discuss this access.

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.

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2. 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 may require existing and/or new turning lanes to be lengthened and/or modified depending upon our review of CPCC Harris Campus Master Plan and projected traffic at each public street connection. The engineering design and construction of the left-turn lane modifications or right turn lanes are the responsibility of the petitioner, and shall be performed by a professional engineer registered in the State of North Carolina who has roadway-design experience.
3. 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.
4. Any proposed driveway connections to Morris Field Drive will require driveway permits to be submitted to CDOT for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. Any proposed driveways will need to align with driveways on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
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.

If we can be of further assistance, please advise.

R. Grochoske

cc: S. Correll
Rezoning File