



Charlotte Department of Transportation

Memorandum

Date: July 29, 2013

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 13-072: Approximately 5.11 acres located at the intersection of Eastfield Road and Prosperity Church Road.

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

Under the current zoning, this site could generate approximately 2,400 trips per day zoned if developed as a high school. Under the proposed zoning the site could generate approximately 5,675 trips per day.

Based on a meeting held with the petitioner's traffic consultant and CDOT prior to the rezoning submittal, CDOT determined that a Traffic Impact Study (TIS) would be required if a rezoning petition was submitted for formal review and consideration. The subject TIS has not been submitted to CDOT as of the time of this memorandum.

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

1. We understand that the Subdivision Ordinance will require the proposed private driveway that connects Eastfield Road to Prosperity Church Road to be converted to a public street. It is further our understanding that the proposed public street will need to be constructed to a Local Office/Commercial Wide cross section as specified in the CLDSM (Standard Drawing U-05A). This cross section will provide for two travel lanes and on-street parallel parking on both sides of the street. Head-in 90 degree parking will not be allowed on the proposed public street.

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

1. Based on the City Rezoning Calendar, this petition's Public Hearing is scheduled for September 16, 2013; therefore the final and sealed TIS need to be submitted to CDOT on

or before August 15th. This will give CDOT an opportunity to review the TIS and determine if there are transportation impacts that need to be addressed before the scheduled public hearing.

2. Eastfield Road is classified as a minor thoroughfare and Prosperity Church Road is designated as a major thoroughfare along the site's public street frontage according to the Mecklenburg-Union Thoroughfare Plan (MUMPO). As such, Eastfield Road requires a minimum of 70' of right-of-way, and Prosperity Church Road requires a minimum of 100' of right-of-way. However, as these two thoroughfares approach the signalized intersection of Eastfield Road and Prosperity Church Road, the proposed right-of-way will need to expand to accommodate additional travel lanes at the intersection. Please refer to the exhibit below (Figure 1), as it delineates the proposed right-of-way requirements along the site's Eastfield Road and Prosperity Church Road frontages. We request that the petitioner dedicate the necessary right-of-way to accommodate the travel lanes, and associated frontage improvements (curb & gutter, planting strip, and sidewalk) as each road approaches the signalized intersection.

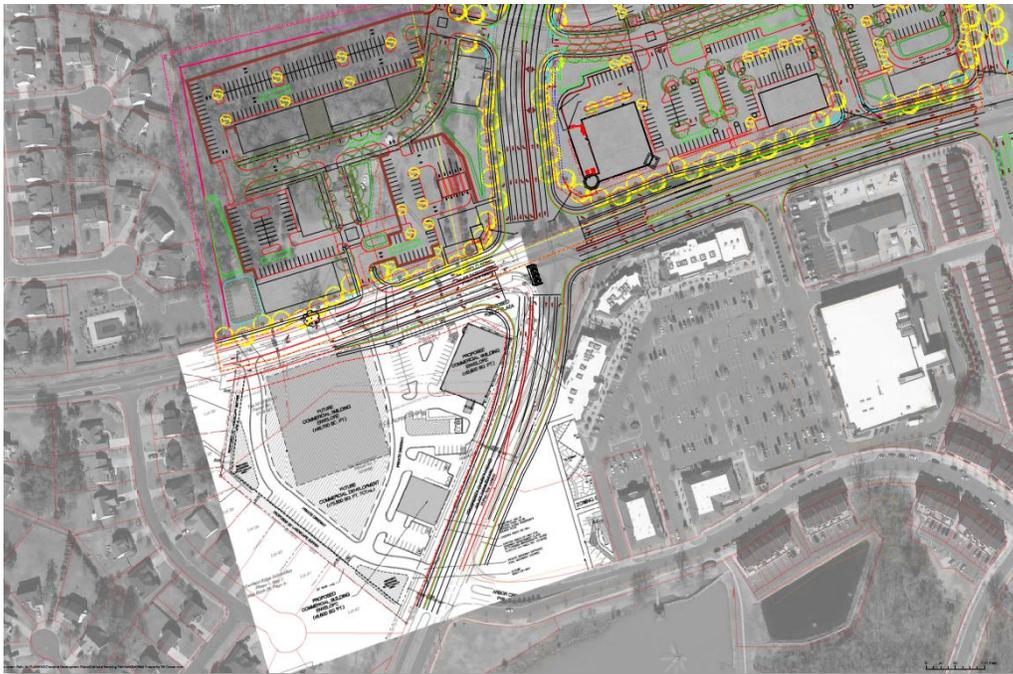


Figure 1: Eastfield & Prosperity Church Concept

3. We request to meet with the petitioner and their traffic consultant to explain the concept shown in Figure 1, in addition to the right-of-way request made above.

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/driveway and public street connections to the right-of-way

of a street under the regulatory jurisdiction of the City of Charlotte. CDOT has determined that a left-turn lane is necessary to serve the traffic using the proposed public street connection at Arbor Creek Drive. The engineering design and construction of the left-turn lane is the responsibility of the owner, and shall be performed by a professional engineer registered in the State of North Carolina who has roadway-design experience. CDOT will only approve the proposed public street connection provided that a left-turn lane is constructed on northbound Prosperity Church Road at Arbor Creek Drive. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the public street driveway connection. The left-turn lane needs to be designed using NCDOT standards with a minimum 150 feet of storage. This roadway improvement is required to meet the traffic demands of the proposed development.

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/street connections to Eastfield Road and Prosperity Church Road 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 shown on the site plan 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. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. 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 Mr. Brett Canipe (980- 523-0000) with NCDOT regarding their anticipated request:.

We understand that NCDOT is also requiring a TIS as a condition of their driveway permit approval. We anticipate that NCDOT's review of the TIS will occur after the City's Rezoning

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Process, and any TIS comments from CDOT for this petition will not include NCDOT's response to the subject TIS. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.

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