



Charlotte Department of Transportation

Memorandum

Date: January 7, 2014

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Dennis E. Rorie, PE
Dennis E. Rorie
Development Services Division

Subject: Rezoning Petition 13-098: Approximately 11 acres located on the south side of Endhaven Lane and north side of I-485 near the intersection of Endhaven Lane & Misty Ridge Lane

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 285 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,340 trips per day.

CDOT requested the petitioner provide a Transportation Technical Memorandum (TTM) to evaluate any transportation impacts associated with the proposed development. Our TTM comments have been incorporated in the current memorandum.

CDOT requests the following changes to the rezoning plan:

1. CDOT requests the petitioner to remove Notes 'a' and 'b' in the Transportation section of the Development Standards, and replace the subject notes with the following; "The access locations will be provided to the site as generally depicted on the conceptual rezoning site plan. All access locations will be subject to the approval of CDOT."

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 driveway 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 private driveway connection on Endhaven Lane for this site. 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

Tammie Keplinger

October 25, 2013

Page 2 of 2

Carolina who has roadway-design experience. CDOT will only approve the private driveway connection on provided that a left-turn lane is constructed on Endhaven Lane. We recommend the rezoning plan reflects the design of this required left-turn lane prior to submittal/approval of the private driveway connection. The left-turn lane needs to be designed using CDOT standards with a minimum 100 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 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 North Community House Road and Endhaven Lane will require a driveway permit 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. 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.

If we can be of further assistance, please advise.

C.Leonard

cc: S. Correll
Rezoning File