



Charlotte Department of Transportation

Memorandum

Date: December 1, 2014

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Dennis E. Rorie, PE 
Development Services Division

Subject: Rezoning Petition 15-005: Approximately 108.86 acres located on the south side of Choate Circle and at the southern intersection of Moss Road and Choate Circle.

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 plan amendment includes the addition of a cell tower to the existing SIM USA, Inc. site. Entitlements established under the previous rezoning petitions (1996-027(c) and 2006-142) remain unchanged. The addition of the cell tower will result in less than 10 daily generated trips.

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

1. Choate Circle is a City-maintained facility. The rezoning petition currently references the North Carolina Department of Transportation as the owner of the facility and the Mecklenburg County Engineering Department as the governing entity. We request that all references to these entities be changed to reflect maintenance by the City of Charlotte and the Charlotte Department of Transportation.

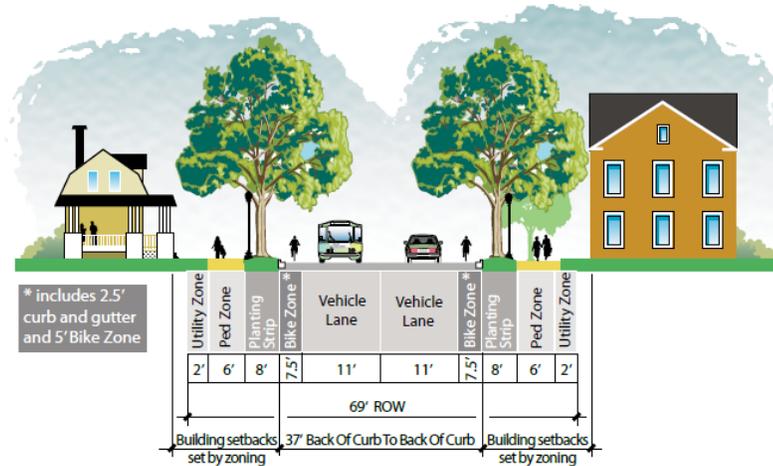
CDOT requests the following changes to the rezoning plan:

1. Regarding notes 1-3 in the Transportation Commitments section of the rezoning petition, the references to Choate Circle being constructed to collector street standards are based on outdated City standards. We request that if frontage improvements are required along Choate Circle they be constructed as per recommendations in the Steele Creek Area Plan. The Area Plan calls for a two-lane avenue section. See excerpt below.

Avenue ~ Two Lane Undivided

Width: 37' from back of curb to back of curb. ROW is 69'.

Cross Section: One travel lane in each direction with bike zone, planting strip, sidewalk and utility zone. If a turn lane is added, an additional 11' is required. Building setbacks will vary by zoning districts.



2. Transportation Commitments note 4 references the installation of 4' sidewalk along Choate Circle in sequence with new development in Tract 1. CDOT requests that any new sidewalk and required frontage improvements, required by the Subdivision Ordinance and/or Chapter 19 of City Code, are consistent with the recommendations included in the Steele Creek Area 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.

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 left-turn lanes will be necessary to serve the traffic using the proposed public street/private driveway connection(s) for this site upon future development within Tract 1. 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/private driveway connection(s) provided that left-turn lanes are constructed on Choate Circle. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the public street/private driveway connection(s). 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 entrance(s). Two 35' x 35' 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.

3. The proposed driveway connection(s) to Choate Circle will require a driveway permit(s) to be submitted to CDOT 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.
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.

K. Bryant

cc: S. Correll
Rezoning File