

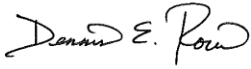


Charlotte Department of Transportation

Memorandum

Date: January 23, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: 
Dennis E. Rorie, PE
Development Services Division

Subject: Rezoning Petition 15-033: Approximately 15.88 acres located on the north side of Ed Brown Road between Westinghouse Boulevard and Steele Creek 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

This site could generate approximately 9,700 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 2,300 trips per day.

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 both a left-turn lane and a right-turn lane are necessary to serve the traffic using the existing intersection of Steele Creek Road (NC 160) & Ed Brown Road. The engineering design and construction of the turn lanes are 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 private driveway connection to Ed Brown Road provided that a left-turn lane and right-turn lane are constructed on Steele Creek Road (NC 160) at Ed Brown Road. We recommend the rezoning plan reflect the design of these turn lanes prior to submittal/approval of the private driveway connection. The left-turn lane needs to be designed using NCDOT standards with a minimum 150 feet of storage, and the right-turn lane with a minimum of 100 feet of storage. These roadway improvements are required to meet the traffic demands of the proposed development.

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2. 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.
3. The proposed driveway connection to Ed Brown Road will require a driveway and encroachment permit to be submitted to CDOT and the North Carolina Department of Transportation for review and approval, respectively. The exact driveway location and type/width of the driveway will be determined by CDOT during the driveway permit process. The location of the driveway shown on the site plan is 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. Hedrick

cc: S. Correll
Rezoning File