




Charlotte Department of Transportation

Memorandum

Date: June 2, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE 
Development Services Division

Subject: Rezoning Petition 15-086: Approximately 11.1 acres located on the southeast corner at the intersection of Eastfield Road and Highland Creek Parkway.

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 7,800 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 2,200 trips per day.

Since site access is proposed to an NCDOT-maintained roadway, NCDOT may require a TIS as part of their driveway permit approval process and/or may have additional or different requirements for their approval than what is identified in the City's rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.

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

1. Eastfield Road is designated as a major thoroughfare according to the CRTPO Thoroughfare Plan which requires a minimum 100' of total right-of-way. We request the petitioner dedicate in fee simple 50' of right-of-way measured from the existing street centerline along the site's Eastfield Road frontage. Additional right-of-way may be required to provide additional turn lanes on Eastfield Road. CDOT and NCDOT will need to determine the future street cross-section of Eastfield Road to establish a future back of curb location along the site's Eastfield Road frontage so that the appropriate building set back line can be determined.
2. The petitioner needs to revise the site plan to provide a 150' left turn storage lane with an appropriate taper length on Eastfield Road at Highland Creek Parkway.
3. The proposed driveway connection to Eastfield Road will require a NCDOT Driveway Permit which will require the access to be restricted to right-in and right out traffic

movements. A raised concrete median will need to be implemented to restrict this driveway connection.

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/private driveway connection(s) 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 Carolina who has roadway-design experience. CDOT will only approve the proposed public street/private driveway connection(s) provided that a left-turn lane is constructed on Eastfield Road at Highland Creek Parkway. 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' 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(s) to Eastfield Road and Highland Creek Parkway will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation 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.

R. Grochoske

cc: S. Correll
Bill Coxe, City of Huntersville (via email)
Brett Canipe, NCDOT (via email)
Sean Epperson, NCDOT (via email)
Rezoning File