



Charlotte Department of Transportation

Memorandum

Date: March 28, 2008

To: Tammie Keplinger & Tom Drake
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-068: Located on the northeast corner of Eastfield Road and Highland Creek Parkway

Consistency with Transportation Action Plan (TAP): The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

- Goal 1 of the TAP relies on the Centers, Corridors and Wedges land use strategy to be implemented. This project site is located in a Wedge and appears to support the Centers, Corridors and Wedges land use strategy.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are identified below that need to be addressed for CDOT's support of the petition and to bring the site plan into compliance with the TAP and best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 5,400 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 7,800 trips per day. This will have a significant impact on the surrounding thoroughfare system.

CDOT can support this petition without a traffic study if the developer/petitioner commits to constructing the road/infrastructure improvements listed below (in addition to all site-plan comments). However, since access is proposed to an NCDOT-maintained roadway, they may require a TIS as part of their driveway permit approval process. They may have additional or different requirements for their approval than what is identified in this rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. In lieu of performing a traffic study to identify needed improvements, CDOT has determined that the following infrastructure improvements are needed to be constructed/installed by the petitioner/developer:

- a. Southbound Eastfield Road left-turn lane at Highland Creek Parkway with 250 feet of storage and otherwise designed to NCDOT standards.
 - b. Installation of traffic and pedestrian signals at the Eastfield Road/Highland Creek Parkway intersection when traffic signal warrants are met and along with other considerations both CDOT/NCDOT determine that traffic signals need to be installed.
 - c. Improvements to increase/maintain pedestrian and bicycle levels-of-service (LOS) at the Eastfield Road/Highland Creek Parkway intersection to LOS B as determined by CDOT.
 - d. Relocate the existing Highland Creek Parkway crosswalk closer to the intersection so that it can safely operate under signal control.
 - e. New internal public street(s) is constructed to connect the site to adjacent properties so that all trips are not required to access the site unnecessarily from Eastfield Road and Highland Creek Parkway. At least one public street must be provided opposite Falconcrest Drive that stubs to parcel #029-641-13. This public street will be extended with redevelopment of adjacent property and will connect with future extensions of Cambridge Bay Drive, Bernardy Lane (Huntersville), and other new public streets. This street is to be designed to the Local Office/Commercial Street-Wide cross section in accordance with the adopted Urban Street Design Guidelines (USDG).
2. In accordance with the existing conditional plan for this site, no access will be approved to Eastfield Road. Access to the site will be limited to the existing/planned access location on Highland Creek Parkway that includes an eastbound left-turn lane. Eastfield Road is a state-maintained road. The NCDOT will not approve direct access to Eastfield Road from this site.
 3. 8-foot planting strips and 6-foot sidewalks must be constructed along all public streets, even if there is existing sidewalk. The existing planting strip along Highland Creek Parkway appears to currently meet this requirement.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

Eastfield Road is an Avenue requiring a minimum of 120 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 60 feet from the centerline of the roadway.

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 entrance(s). Such items should be identified on the site plan.

The proposed driveway connections to Eastfield Road and Highland Creek Parkway will require driveway permits to be submitted to CDOT and the North Carolina Department of

Tammie Keplinger & Tom Drake

March 28, 2008

Page 3 of 3

Transportation 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 driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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 maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT/NCDOT prior to the construction/installation of the non-standard item(s). Contact CDOT/NCDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske (via email)
M. M. Magnasco– Review Engineering (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E.D. McDonald (via email)
NCDOT/Louis Mitchell (via email)
NCDOT/Scott Cole (via email)
Southern Holdings IV, LLC (via email)
The Southern Projects Group, Inc/Joel A. Gilland (via email)
Justin Carroll/Huntersville (via email)
Bill Coxe/Huntersville (via email)
Rezoning File