




Charlotte Department of Transportation

Memorandum

Date: *Revised February 5, 2010*

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

From: Michael A. Davis, PE 
Development Services Division

Subject: Rezoning Petition 10-011: Located on the south side of Dixie River Road and north of Steele Creek Road (*Revised Site Plan 1/19/10*)

We previously commented on this petition in our December 1, 2009 memorandum to you.

Vehicle Trip Generation

This site could generate approximately 5,310 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 13,150 trips per day. This will have a significant impact on the surrounding thoroughfare system. Therefore, we request that the developer submit a Traffic Impact Study (TIS) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity. CDOT contacted the petitioner on November 4, 2009 to confirm this requirement. CDOT has also advised the petitioner to contact NCDOT for their TIS comments and coordinate any transportation improvements associated with state maintained facilities.

CDOT requests the following changes/clarifications to the rezoning plan:

1. Road typical section AA should show on-street parking located on both sides of the proposed public street, reflecting an Office/Commercial Street – Wide section. In some instances storefronts are located on both sides of the proposed street and in others on one side of the street. Therefore we are requesting on-street parking be located on both sides of the street. The lane widths for the Office/Commercial Street are 13 feet with an additional 7 feet to the face of curb for the on-street parking on both sides.
2. We request the proposed sidewalks along private streets be a minimum of 6 feet, separated from the curb by an 8-foot planting strip on each side of the street.

3. The conditional rezoning transportation improvement notes for this petition need to be revised to include the most recent mitigation requirements as discussed in the meeting with the petitioner held on January 19, 2010. A summary of CDOT's comments are as follows, however additional comments may be necessary after a scheduled meeting February 8, 2010 with the petitioner:
 - a) Petitioner needs to agree to provide through lane transition on New Dixie River Drive at Access "C".
 - b) Add a northbound left turn lane on Trojan Drive with 150 feet storage with appropriate tapers at Access "A"
 - c) Provide for three (3) egress lanes exiting the site at the future signalized Access "C" location. This improvement would facilitate traffic to exit the site at this location and therefore eliminate many of the projected u-turn movements on the public street system identified in the TIS. .
 - d) Modify language in the conditional notes relative to all three (3) new traffic signal locations required to be installed by the petitioner: "when traffic signal control is justified by CDOT, all associated costs will be either shared between the petitioner and others; or solely the responsible of the petitioner if others are not ready to develop. The petitioner may at its discretion elect to construct the signal with steel posts and mast arms at no additional costs to others.
 - e) Reduce the construction phasing of New Dixie River to only two phases vs. three.
 - f) The New Dixie River roadway construction from Berwick Commons Parkway to Sandhaven Drive and the installation of a new traffic signal at New Dixie River Road and Sanhaven Drive shall occur and be in place (trigger) prior to issuance of a final certificate of occupancy for more than 20,000 square feet of allowed uses on Parcel D or more than 420,000 square feet of allowed use on Parcel C.
 - g) The petitioner needs to provide for preliminary engineering construction plans (horizontal and vertical control, to determine the most cost effective roadway alignment) for a future street connection between the future Berewick Commons Parkway extension (currently shown as a stub street on the current site plan) across tax parcel #199-241-22 and connecting to Trojan Drive. These engineering plans will be required prior to the approval of commercial subdivisions plans east of the proposed N/S public street (type #1). The right-of-way for the stub street (at the end of Parcel C) shall be dedicated and conveyed to the property line to for the future public street connection to existing Trojan Drive.
 - h) Construct the westbound approach at Access "F" with one ingress lane and two egress lanes as an exclusive left and right turn lanes.
 - i) Construct the northbound approach at Access "I" with one ingress lane and two egress lanes as an exclusive left and right turn lanes.

- j) Please redraft the Right of Way Acquisition paragraph to align with the City's current real estate acquisition policy to read as follows: It is possible that the Petitioner will have to acquire off-site right-of-way to complete some of these roadway improvements. If after three (3) reasonable efforts have been made by the Petitioner to acquire such right-of-way on market rate terms, such efforts to be expended for a period of 60 days, the Petitioner has not been successful, the City of Charlotte will assist in the acquisition of right-of-way in accordance with its standard policies. In such event, the Petitioner will reimburse the City for the all the costs associated with this right-of-way acquisition.

If we can be of further assistance, please advise.

- c: R. H. Grochoske (via email)
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Rezoning File