



Charlotte Department of Transportation

Memorandum

Date: March 3, 2011

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE *Mike Davis*
Development Services Division

Subject: Rezoning Petition 11-020: Approximately 23.96 acres located on the south side of West W.T. Harris Boulevard between Interstate 485 and Reames 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 760 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 6,160 trips per day. This will have a significant impact on the surrounding thoroughfare system. Therefore CDOT has requested a Traffic Impact Study (TIS) to analyze and determine the traffic impact associated with the subject planned development.

Design Resource Group has completed a study, dated January 2011. The TIS has been reviewed by CDOT and NCDOT and returned to the consultant; however the study has not been resubmitted or approved to date. When the TIS is approved by CDOT/NCDOT all the mitigation recommendations will need to be incorporated into the rezoning petition as transportation improvements conditional notes, including improvements. CDOT is requesting all of the traffic mitigation improvements associated with this TIS and rezoning petition be mutually agreed upon with the petitioner and CDOT 30 days in advance of April's public hearing date. It is our understanding the public hearing for the subject rezoning petition is scheduled for April 25, 2011

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

1. The site is proposed to be rezoned to the Neighborhood Services district which requires the existing an 8-foot planting strip and 6-foot sidewalk. It appears the sidewalks depicted on the plan does not meet this requirement.

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

1. We understand that NCDOT will require a right-turn lane into access 'b'. Assuming the curb will be relocated to meet this requirement, we request that the curb be located 17 feet behind the current location to accommodate a 5-foot bike lane.
2. We recommend the proposed street referred to as access "B" to be a public street to ensure future WT Harris Blvd access opportunity for tax parcel number 12522104. This public street needs to connect the proposed private street paralleling WT Harris Blvd.

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. CDOT may request modifications to the rezoning site plan to improve the site's traffic circulation as construction plans are submitted for CDOT review and approval.
2. 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 entrances. Such items should be identified on the site plan.
3. The proposed driveway connections to W.T. Harris Boulevard will require a driveway permits to be submitted to CDOT and the North Carolina Department of 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 driveways 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.

c: R. H. Grochoske (via email)

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Rezoning File