



Charlotte Department of Transportation

Memorandum

Date: February 17, 2012

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 2012-027: Approximately 9.80 acres located on the east side of South Boulevard at the intersection of South Boulevard and Hill 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 830 trips per day under both the current MF R-22/17 and R-4 zoning as well as under the proposed B-2 CD zoning.

We have the following comments:

1. The Arrowood Area Plan recommends a future Woodstock Drive street extension connecting the Starmount Forest neighborhood to South Blvd. CDOT supports this future street connection using a residential wide street cross section. We offer the following alternatives to provide this connectivity, subject to the normal Subdivision Ordinance requirements:
 - a) Extend Woodstock Drive in a southerly alignment to connect to Hill Rd. (as indicated in the Arrowood Area Plan); or
 - b) Extend Woodstock in a western alignment to connect directly with South Blvd. (if this alignment is chosen a southbound South Blvd. left turn lane would be needed); or
 - c) Complete the missing street section of Hill Rd. south of the site to provide a continuous street connection with Mapleridge Dr.

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

1. The site plan should show the proposed building location and any new proposed access points to South Boulevard and Hill Road.

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 has the authority to regulate 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. Depending on the final alignment of the Woodstock street extension, a southbound South Blvd. left-turn lane may be necessary. The engineering design and construction of the left-turn lane would be the responsibility of the petitioner, and must be performed by a professional engineer registered in the State of North Carolina who has roadway-design experience. The left-turn lane needs to be designed using NCDOT standards with a minimum 150 feet of storage.
2. Adequate sight triangles must be reserved at the existing street intersections. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the intersection. Such items should be identified on the site plan.
3. 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 items (i.e. 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 items. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

If we can be of further assistance, please advise.

FO

cc: R. H. Grochoske
B. D. Horton
Rezoning File