



Charlotte Department of Transportation

Memorandum

Date: April 24, 2013

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE
Development Services Division

Subject: Rezoning Petition 13-034: Approximately 10 acres located on the east side of Brookshire Boulevard near the intersection of Caldwell Williams Road and Brookshire Boulevard.

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 385 trips per day as currently zoned. Under the proposed zoning the petition will allow a wide range of trip generation due to the proposed I-1 zoning classification; therefore the proposed zoning trip generation cannot be calculated at this time. We will update the trip generation in subsequent memoranda once more specific land-use information is provided.

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

1. Fred Alexander Boulevard is designated as a major thoroughfare on the Mecklenburg-Union Metropolitan Planning Organization's (MUMPO) Thoroughfare Plan and its proposed alignment may affect the subject petition/site. As such, we request the petitioner coordinate with Mr. Stuart Basham of MUMPO at 704-336-4695 regarding the extension and alignment of Fred Alexander Boulevard between Brookshire Boulevard and Old Plank Road to determine if right-of-way is needed for the proposed thoroughfare. Additionally, Fred D. Alexander will require 100' right-of-way between major signalized intersections and possibly more at signalized intersections that will be determined as the project advances.

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.

2. 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.

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3. 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.
4. Future proposed driveway connection(s) to Brookshire Boulevard, Old Plank Road and/or the future Fred Alexander Boulevard extension 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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
Brett Canipe, NCDOT (via email)
Rezoning File