



Charlotte Department of Transportation

Memorandum

Date: August 29, 2014

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 14-064: Approximately 59.4 acres generally located on the east side of South Boulevard between and on both sides of Poindexter Drive and Elmhurst Road (*Revised 8/14/14*).

CDOT has previously commented on the subject petition in our memorandum to you dated May 29, 2014.

Vehicle Trip Generation

This site could generate approximately 9,300 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 13,100 trips per day. As such, the petitioner is currently performing a Traffic Impact Study (TIS) due to the increase in trip generation associated with the development. The TIS was submitted to CDOT on 8/1/14 and has been reviewed, and are comments are included in this memorandum.

CDOT did meet with the petitioner on 8/28/14 to discuss the proposed TIS mitigations. The petitioner has agreed to some of the mitigations and is exploring the feasibility of constructing certain mitigations listed below in Phase I as opposed to Phase II. Additionally, the petitioner is gathering additional information to better understand the feasibility of constructing the southbound left-turn lane on South Boulevard at Elmhurst Lane due to potential right-of-way constraints. CDOT and the petitioner will meet again within the next two weeks to finalize the TIS mitigations.

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

1. We understand the Subdivision Ordinance will require the extension of Berkshire Road east to allow for a connection to Elmhurst Road. The proposed public street cross-section will be the local residential wide cross-section as identified in the Charlotte Land Development Standards Manual

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

1. CDOT has previously indicated that a bike/pedestrian connection would be desirable in the absence of a street connection to Iverson Way. Since providing those initial comments, we have reviewed a report produced by the petitioner that identifies the specific challenges that

properly exempt this street connection under the rules of the Subdivision Ordinance. CDOT believes that these challenges, while beyond the normal requirements for subdividing land, are nevertheless not insurmountable. Further, given the lack of north-south local street connections, a vehicular connection at Iverson Way could be of sufficient importance that we cannot support the abandonment of the right-of-way as described in note 4-III-e . In reviewing the submitted traffic impact study, it appears this connection could have value in offsetting some of the otherwise required improvements to existing public streets and intersections. CDOT intends to continue conversations with the petitioner about this connection.

2. We request the petitioner provide development phasing in their Development Standards so that we can better match infrastructure mitigation requirements to the construction of the proposed entitlements. CDOT shared this request with the petitioner in a meeting on 8/28/14.
3. We request the design of the proposed southbound right-turn lane on South Boulevard and Remount be a channelized design with a raised concrete median to provide better pedestrian accessibility and refuge.
4. In Phase I, we request the petitioner increase the storage for the back-to-back left-turn lanes on South Blvd. between Poindexter and Ideal Way by reconstructing the monolithic median to compress the bay taper length.
5. In Phase I, we request the petitioner provide a dedicated left-turn lane with a minimum 100' of storage on South Boulevard at Elmhurst Road
6. In Phase I, we request the petitioner provide a minimum 6' wide pedestrian refuge island on the southbound side of the South Boulevard/Elmhurst intersection
7. We request the "Potential New Private Street" located in the rear of Development Area B be constructed during Phase II as a public street
8. We request the petitioner provide a pedestrian refuge island and crossing midblock between Poindexter and Elmhurst Road. The final location will be determined during permitting, and more detailed feedback will be provided upon our review of the revised site plan.
9. We request the petitioner cross reference the proposed street cross sections shown on RZ-3.0 with the site plan (RZ-1.1). As shown, it is not clear where the petitioner plans to implement each respective street cross section.
10. CDOT request the site plan show more detail so that we can better understand the individual access scenarios for each development area, and the overall internal vehicular and pedestrian circulation route.

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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. 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.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). 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.
3. The proposed driveway connections to all existing/proposed public and private streets will require 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.

D. Rorie

cc: S. Correll
Rezoning File