



Charlotte Department of Transportation

Memorandum

Date: May 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.

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 11,000 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 14,000 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. CDOT is currently not in receipt of the TIS, and will provide specific comments related to the TIS in subsequent memoranda. We need to be in receipt of the subject TIS by June 16th in order to have comments available by the July 21st public hearing.

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 the existing Iverson Way south and connect to Poindexter Drive via the existing right-of-way. Additionally, we understand that the Subdivision Ordinance will require the existing private street network proposed that connects Poindexter Drive to Elmhurst Road to be converted to public streets. The proposed public street cross-sections will be the local residential wide cross-section as identified in the Charlotte Land Development Standards Manual
2. 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

- It does not appear that the proposed South Boulevard street cross-section shown on RZ-3.1 accounts for the 11' proposed landscaped median shown in the New Bern Station Area Plan (Figure 1).

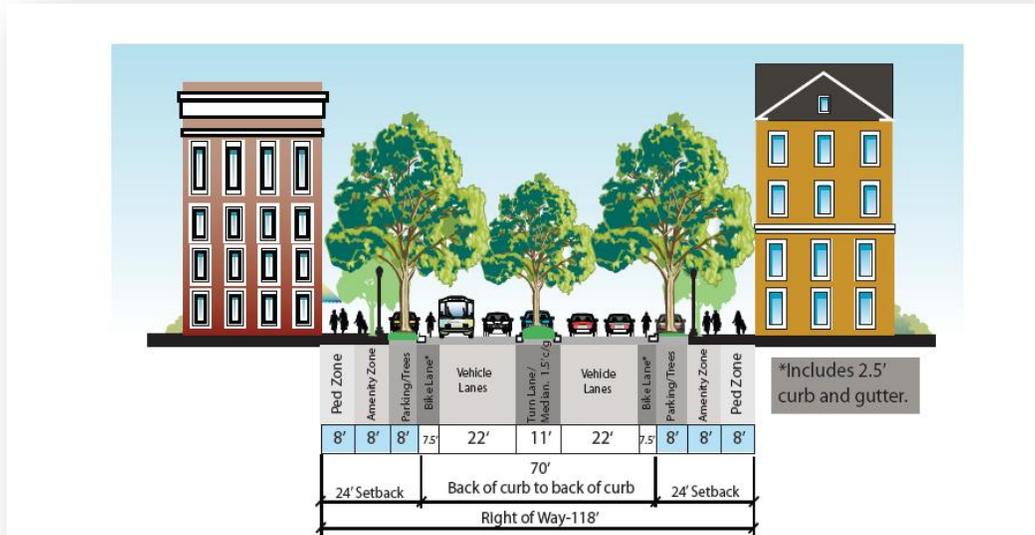


Figure 1

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

- In the event that the street connection to the north (towards Iverson Way) is not achievable, we request the petitioner provide a bike and pedestrian connection running east and crossing the creek near the easternmost rezoning boundary (generally through parcels 14708142 & 14708143).
- 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.

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.

- 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.
- 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.

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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