



Charlotte Department of Transportation

Memorandum

Date: September 2, 2014

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 14-082: Approximately 46.34 acres located on the north side of Wilkinson Boulevard near the intersection of Old Dowd Road and Wilkinson 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 2,000 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 3,000 trips per day.

CDOT requests the following changes to the rezoning plan:

1. We request the petitioner provide a minimum 6-foot sidewalk and 8-foot planting strip along Wilkinson Boulevard. The sidewalk needs to be located 25 feet from the edge of the existing outside travel lane on Wilkinson Boulevard. It appears that the detention/water quality proposed along the property frontage will need to shift to the north, or away from the Wilkinson Boulevard frontage to accommodate the requested streetscape.
2. Wilkinson Boulevard is a Class III-C Major Thoroughfare according to the CRTPO Thoroughfare Plan and requires a minimum of 75 feet of right-of-way dedication. We request the petitioner dedicate and convey right-of-way measuring 75 feet from the centerline of Wilkinson Boulevard.
3. We request the petitioner restrict the easternmost driveway to "trucks only" and the westernmost driveway to passenger vehicles only.
4. Currently, a median break with opposing left-turn lanes exists on Wilkinson Boulevard for the western access point that serves the passenger car parking lot along the site's frontage (Driveway 1). A second access point exists at the easternmost property boundary which would serve the internal roadway currently indicated as a private drive (Driveway 2). CDOT will support a full-movement intersection at Driveway 1 only if

trucks are prohibited from using this access point. Otherwise, CDOT would require this intersection to be converted from full movement access to a directional cross-over.

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). 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 entrances. Such items should be identified on the site plan.
3. The proposed driveway connections to Wilkinson Boulevard 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.

We anticipate that NCDOT will require the following, and recommend the Petitioner work directly with Mr. Brett Canipe (980-523-0000) with NCDOT regarding their anticipated requirement.

Since access is proposed to an NCDOT-maintained roadway, they may require a right-turn lane as part of their driveway permit approval process. NCDOT may have additional or different requirements for their approval than what is identified in this rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have

Tammie Keplinger
September 2, 2014
Page 3 of 3

If we can be of further assistance, please advise.

K. Bryant

cc: S. Correll
Rezoning File