

Charlotte Department of Transportation

Memorandum

Date: March 29, 2013

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE
Development Services Division

Subject: Rezoning Petition 13-046: Approximately 18.22 acres located near the southwest corner of the intersection of West W.T. Harris Drive and Interstate 85 and generally bounded by IBM Drive.

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 could generate approximately 3,425 vehicle trips as currently zoned. Under the proposed zoning the site would generate 3,425 trips per day if developed as a 300,000 sf of office park use.

CDOT requests the following changes to the rezoning plan:

1. CDOT understands a Local Office/Commercial Narrow Street section will be required per the Subdivision Ordinance. CDOT recommends the site be reconfigured to provide a local office/commercial narrow street section between a proposed 1-lane roundabout located at IBM Drive and Innovation Park's Driveway #5/ future University Pointe Boulevard extension and Innovation Park's internal street system paralleling IBM Drive connecting several surface parking lots. This proposed local narrow office street will provide a direct street connection between the proposed office building site and IKEA Way and North Tryon Street to the south, when University Pointe Boulevard is extended across I-85. The City is currently engaged in preliminary engineering services to extend University Pointe Boulevard across I-85 (via grade-separation) to IBM Drive. Implementing the recommended street system above, would eliminate the need for a second street connection to IBM Drive between Entrance Numbers 4 and 5. We recommend a joint meeting with the Petitioner, Planning and CDOT to discuss the above street system.
2. CDOT requests the petitioner consider implementing an eastbound 200 feet right-turn storage lane and lengthening (restriping) the existing westbound left-turn lane to provide 500 feet storage (no pavement widening needed- only restriping) on IBM Drive at Neal 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. 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 entrance(s). Such items should be identified on the site plan.
3. The proposed driveway connection to IBM Drive will require driveway permits to be submitted to CDOT for review and approval. The exact driveway location 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 driveway(s) 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.

cc: S. Correll
Rezoning File