



Charlotte Department of Transportation

Memorandum

Date: October 29, 2004

To: Keith MacVean
Planning Commission

From: Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 04-136: East of the intersection of Moores Chapel Road and Belmeade Road

This site could generate approximately 100 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 5,200 trips per day. This will have a significant impact on the surrounding thoroughfare system.

Therefore, we request that a Traffic Impact Study (TIS) be submitted by the developer to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity. The preparer of the TIS must contact Mark Cook (704-432-1555) of the Charlotte Department of Transportation (CDOT) prior to beginning the TIS to determine the study requirements.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. The site plan should reflect the final configuration of Rhyne and Moores Chapel Roads at completion of the NCDOT project. Items such as pavement markings, edge-of-pavement and right-of-way lines on both sides of all roads shown should be clearly illustrated on the conditional plan.
2. CDOT can only support one driveway to serve the proposed development. The driveway must be a Type III- street type access and be located directly across from Belmeade Road. This driveway should extend through the site as a public street and stub to the adjacent property.
3. 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. CDOT has determined that a left-turn lane is necessary to serve the traffic using the proposed public street/private driveway connection for this site. The engineering design and construction of the left-turn lane is the responsibility of the owner, and shall be performed by a professional engineer registered in the State of North Carolina who has roadway-design experience. CDOT will only approve the proposed public street/private driveway connection provided that a left-turn

lane is constructed on Rhyne Road. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the public street/private driveway connection. This roadway improvement is required to meet the traffic demands of the proposed development. The left-turn lane should be designed with a minimum 150 feet of storage, a 15:1 bay taper and 45:1 through lane tapers.

4. Sidewalk, curb, and gutter will be required along the public street frontage for this site. The rezoning exhibit should show the sidewalk, curb and gutter in the public right-of-way for Moores Chapel Road and Rhyne Road.
5. The site plans shows the parcel fronting a street with two names, Moores Chapel Road and Rhyne Road. Since the completion of the realignment of Moores Chapel Road in this area, the road is now named Rhyne Road and should be labeled as such on the rezoning exhibit.

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. In order to enhance pedestrian circulation in the area, it is requested that the petitioner provide sidewalks on both sides of the street from the connection to Rhyne Road and the stub to future development.
2. It is requested that the petitioner provide five-foot wide sidewalks and eight-foot wide planting strips along the abutting streets, and internal sidewalk connections at least five-feet in width to the abutting streets and between the two uses on the site.
3. To encourage bicycle usage in the area, it is requested that the applicant provide at least one inverted-U type rack bicycle rack at each building on the site.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

Moores Chapel Road is a minor thoroughfare and NCDOT has acquired sufficient right-of-way to meet minimum requirements and to accommodate the I-485 interchange design. The nominal right-of-way widths for each street on the site plan should be dimensioned.

Adequate sight distance triangles must be reserved at the existing/proposed entrance(s). Two 35' x 35' and two 10' x 70' sight triangles are required for the entrance(s) to meet sight distance 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.

The proposed driveway connection(s) to Rhyne Road will require a driveway permit to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location and type/width of the driveway will be determined by CDOT during the driveway permit process. The locations of the driveway shown on the site plan are subject to change in order to align with driveway on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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 NCDOT maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by NCDOT prior to the construction/installation of the non-standard item(s). Contact NCDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

To facilitate building permit/driveway permit review and approval, the site plan must be revised to include the following:

- Dimension width of the existing and proposed driveways. Minimum width for a two-way driveway is 26 feet.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)

