



Charlotte Department of Transportation

Memorandum

Date: August 25, 2009

To: Tom Drake & Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 09-072: Located on the east side of Bob Beatty Road
near Reames Road

Consistency with Transportation Action Plan (TAP): The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

- Goal 1 of the TAP relies on implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Wedge. Such areas should include an interconnected network of thoroughfares and local streets. Specific comments are provided below to link proposed changes in land use with improved transportation network.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are provided below to bring the petition into compliance with best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 60 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 100 trips per day. This will have a minor impact on the surrounding thoroughfare system.

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

1. The survey provided shows an existing driveway that would be located in a Class C buffer required by the Zoning Ordinance. The driveway will need to be relocated outside of the Class C buffer.

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

1. CDOT requests that the petitioner convey 43 feet of right-of-way for a distance of 80 feet north of the southern property line measured from the existing railroad right-of-way. CDOT also requests that the petitioner convey 35 feet of right-of-way measured from the existing railroad right-of-way for the remainder of the frontage of the property along Bob Beatty

Road. This right-of-way will be used for future improvements to Bob Beatty Road as part of the North Corridor Commuter Rail Project. A note requiring the dedication of the right-of-way should be added to the site plan.

2. CDOT request that the note shown on the plan stating "Road improvements to be implemented upon the initiation of the Northern Transit Project" be removed from the plan.

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. Adequate sight triangles must be reserved at the driveway entrance. Two 35' x 35' and are required for the entrance to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance. Such items should be identified on the site plan.
2. The commercial driveway connection to Bob Beatty Road will require a driveway permit to be submitted to CDOT. 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.
3. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
4. 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.

- c: R. H. Grochoske (via email)
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Rezoning File