



Charlotte Department of Transportation

Memorandum

Date: July 30, 2010

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

From: Michael A. Davis, PE *Rich H. Grubbs for*
Development Services Division

Subject: Rezoning Petition 10-061: Located at the intersection of Pine Oaks Drive and Beam Road and bounded on the north by Westoak Drive

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 an Industrial Center. Such areas should be oriented to vehicular access and circulation. 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 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 3,100 trips per day. This will have a minor impact on the surrounding thoroughfare system.

Since site access is proposed onto a state-maintained roadway, North Carolina Department of Transportation (NCDOT) may require a Traffic Impact Analysis (TIA) to be completed prior to plan approval. NCDOT may have additional or different requirements for their approval than what is identified in City of Charlotte's rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any transportation issues that they may have. Your contact person with NCDOT is Mr. Louis Mitchell at 704- 596-6900, ext. 202.

CDOT requests the following changes to the rezoning plan:

1. Beam Road is a minor thoroughfare requiring a minimum of 70 feet of right-of-way per the City of Charlotte Zoning Ordinance Section 12.103. We request that the petitioner convey right-of-way in fee simple title to meet this requirement. Any remaining portion of the

sidewalk not contained within the right-of-way should be placed in a dedicated sidewalk and utility easement.

2. The petitioner needs to provide a terminus to West Oak Drive within public right-of-way to allow for public turnaround. This dedication of public right-of-way and construction of the turnaround will require the petitioner to submit through the subdivision process at the time of plan review.
3. Provide curb and gutter along Beam at a distance of 24 feet from the centerline to the face of curb. A 6-foot sidewalk behind an 8-foot planting strip is also being requested along the property frontage.

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. CDOT has determined that a left-turn lane is necessary to serve the traffic using the proposed driveway connections 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 driveway connections provided that a left-turn lane is constructed on Beam Road. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the driveway connections. The left-turn lane needs to be designed using NCDOT standards with a minimum 150 feet of storage. This roadway improvement is required to meet the traffic demands of the proposed development.
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 connections to Beam Road will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) 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. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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5. 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