Charlotte Department of Transportation
Memorandum

Connecting Charlotte

Date: October 24, 2013

To: Tammie Keplinger
           Charlotte-Mecklenburg Planning Department

From:
           Michael A. Davis, PE
           Development Services Division

Subject: Rezoning Petition 13-101:   Approximately 2.13 acres located on the east
                                          side of Valleydale Road, on the west side of
                                          Bellheaven Boulevard and across from the
                                          intersection of Coulwood Drive and
                                          Valleydale Road.

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 155 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 225 trips per day.

CDOT requests the following changes to the rezoning plan:

1. CDOT understands curb and gutter will be required along the site's frontage on Belhaven Boulevard by Chapter 19 of the City Code. Belhaven Boulevard's typical street section requires three (3) 11-foot travel lanes, two (2) five-foot bike lanes, two (2) 2.5-foot curb and gutter sections in addition to an 8' planting strip and 6' sidewalk along both sides of the street. As such, we request the petitioner locate the back of curb 33 feet from the existing Belhaven Boulevard centerline along the site's frontage. The center travel lane in the above street section will serve as the required northbound left turn lane into the 30-foot site driveway.

2. CDOT understands curb and gutter will be required along the site's frontage on Valleydale Road by Chapter 19 of the City Code. Valleydale Road's typical street section requires two (2) 11-foot travel lanes, two (2) five-foot bike lanes, two (2) 2.5-foot curb and gutter sections in addition to an 8' planting strip and 6' sidewalk along both sides of the street. As such, we request the petitioner locate the back of curb 18.5 feet measured from the existing Valleydale Road centerline along the site's frontage (see Figure 1).
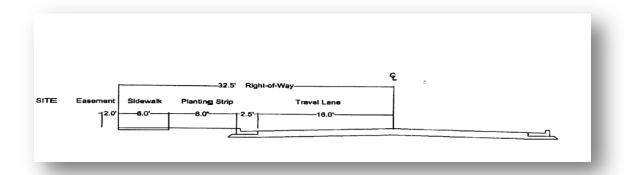
Figure 1: Valleydale Typical Section

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 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 private driveway connection provided that a northbound left-turn lane is constructed on Bellheaven Blvd at the full-access site driveway. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the private driveway connection. 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. Such items should be identified on the site plan.

3. The proposed driveway connections to Bellheaven Blvd & Valleydale Road 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 (980-523-000) will request the following, and recommend the Petitioner work directly with Mr. Brett Canipe with NCDOT regarding their anticipated request.

Since access is proposed to an NCDOT-maintained roadway, they may also require a left-turn lane as part of their driveway permit approval process. They 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.

If we can be of further assistance, please advise.

 R. Grochoske

cc: S. Correll
        Brett Canipe, NCDOT (via email)
        Sean Epperson, NCDOT (via email)
        Rezoning File