


Charlotte Department of Transportation

Memorandum

Date: February 7, 2014

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE 
Development Services Division

Subject: Rezoning Petition 14-026: Approximately 1.68 acres located on the east side of Bob Beatty Road north of the intersection at Reames Road and Old Statesville Road (*revised January 16, 2014*).

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 3,850 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 400 trips per day.

CDOT requests the following changes to the rezoning plan:

1. We understand CATS has requested that the petitioner dedicate 50 feet of right-of-way measured from the existing Southern Railroad "main line centerline" (existing eastern tracks) along the site's frontage on Bob Beatty Road. We request the petitioner revise the site plan to accurately depict the Southern Railroad eastern right-of-way line. The current site plan only measures 45 feet from the railroad's main track centerline
2. CDOT also requests that the petitioner dedicate an additional 17 feet of right-of-way measured from the Southern Railroad eastern right-of-way line along the site's frontage on Bob Beatty Road. Therefore, the public and Southern Railroad right-of-way request totals 67 feet as measured from the existing Southern Railroad "main line centerline" (existing eastern tracks) along the site's frontage on Bob Beatty Road. This 67 feet right-of-way will be used for future improvements to Bob Beatty Road as part and the proposed North Corridor Commuter Rail Project.
3. CDOT requests the petitioner label all existing and proposed property and right-of-way lines on the revised site 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.

4. 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. .
5. Adequate sight triangles must be reserved at the existing/proposed street entrances. Two 35' x 35' and two 10' x 70' sight triangles are required for the entrances to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances. Such items should be identified on the site plan.
6. The existing and proposed driveway connections to Bob Beatty 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/NCDOT 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.
7. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
8. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
9. 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 will request the following, and recommend the Petitioner work directly with Mr. Brett Canipe (980-523-0000) with NCDOT regarding their anticipated request.

1. We understand that NCDOT required Bob Beatty Road to be widened along the existing Charter School's street frontage on Bob Beatty Road (parcel number 027-532-53) as a condition of their driveway permit approval. We recommend the petitioner meet with NCDOT early in the rezoning process to identify if additional road widening will be required as a condition of any future driveway permit approvals along the site's frontage abutting Lot 2 Tax Parcel 027-532-52.

If we can be of further assistance, please advise.

Tammie Keplinger
February 6, 2014
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R. Grochoske

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