


Charlotte Department of Transportation

Memorandum

Date: December 19, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-027: Located on the north side of Ballantyne Commons Parkway between Annalexa Lane and Providence 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 the Centers, Corridors and Wedges land use strategy to be implemented. This project site is located in a Wedge and does not appear to support the Centers, Corridors and Wedges land use strategy as inappropriately scaled development in a Wedge.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are identified below that need to be addressed for CDOT's support of the petition and to bring the site plan into compliance with the TAP and best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 160 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 160 trips per day. This will have a minor impact on the surrounding thoroughfare system.

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

1. The main entrance on Ballantyne Commons Parkway is located opposite the Home Depot driveway. The Home Depot driveway is currently served by a left-turn lane. Left-turns into the proposed driveway cannot be made safely due to the left-turn offset/conflict without the construction of an eastbound left-turn lane. For this reason, CDOT has determined that a left-turn lane on Ballantyne Commons Parkway is necessary to serve the traffic using the proposed 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 driveway connection provided that a left-turn lane is constructed on Ballantyne Commons Parkway at the proposed private driveway connection. We recommend that the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the private driveway connection. This roadway improvement is required due to safety considerations. The left-turn lane needs to be designed using NCDOT standards with a minimum 150 feet of storage.

2. The petitioner needs to construct a new curb facilitating the planned widening of Ballantyne Commons Parkway to four lanes with median and bike lanes. The dimension from the centerline of the roadway to the face-of-curb is 36 feet.
3. The gates to the development need to be located such that vehicles needing to turn around between the gate and Ballantyne Commons Parkway can do so beyond the setback line. Typically this dimension is 50 feet from the right-of-way to the gate/turnaround area (30-foot setback plus 20 feet for a vehicle to maneuver).
4. A document has been received in our office showing the recorded access agreement between the parcel and the Lowe's entrance. This entrance needs to be shown on the plan in its entirety in order to further evaluate this access point. The plan needs to show such items as pavement markings, curb ramps and medians.
5. It appears from the plan that there is a turnaround circle proposed which may or may not be within the limits of the access easement. The exact access lines need to be shown on the plan.
6. The gate location for the access road from Lowe's Driveway needs to be shown on the plan. There needs to be a "smoother" connection from the recorded access road to the rear gate access. Should this access be gated, please show how a vehicle will be able to turn around if access is denied. Note: Vehicles are not allowed to maneuver in the setback.

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. As measured from the back of the new curb, the petitioner needs to provide 6-foot sidewalks and 8-foot planting strips along Ballantyne Commons Parkway.
2. There needs to be continuous safe pedestrian connection between the sidewalks on this site and the existing sidewalk from the Lowe's driveway. The petitioner needs to provide a sidewalk to make this connection.

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

Ballantyne Commons Parkway is a major thoroughfare requiring a minimum of 100 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 50 feet from the centerline of the roadway.

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.

The proposed driveway connection to Ballantyne Commons Parkway 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 location of the driveway shown on the site plan is 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 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.

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

- All Charlotte Land Development Standards apply.
- Dimension width of the existing and proposed driveways.
- New driveway must be a Type III.
- Indicate the locations and widths of all adjacent and opposing driveways, and show any pavement markings.
- 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