



# Charlotte Department of Transportation

## Memorandum

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**Date:** October 28, 2008

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

**From:**   
Scott L. Putnam  
Development Services Division

**Subject:** Rezoning Petition 08-152: Located on the southwest corner of Beatties Ford Road and Fairdale Drive

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**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 Corridor and appears to support the Centers, Corridors and Wedges land use strategy.
- 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 2,100 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 100 trips per day. This will not have a significant impact on the surrounding thoroughfare system.

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

1. Parking spaces and drive aisles are not permitted in the setback. As shown on the site plan, parking spaces and drive aisles located in the setback need to be removed and the site plan revised accordingly.
2. The bus storage area conflicts with the drive aisle for the adjacent parking area and is located within the setback. The site plan needs to be revised to eliminate these conflicts and to provide a minimum drive-aisle width that allows for adequate access to parking spaces/2-way operation without obstruction.
3. The developer needs to replace the existing sidewalks at the back-of-curb along Beatties Ford Road with 12-foot planting strips and 6-foot sidewalks.

4. The developer needs to construct 8-foot planting strips and 5-foot sidewalks along Fairdale Drive and Fairbrook Drive.
5. The site can be adequately served by one driveway on both Beatties Ford Road and Fairdale Drive. The driveway on Beatties Ford Road closest to its intersection with Fairdale Drive needs to be removed and replaced with curb, gutter, and sidewalk.
6. It is not clear in the site plan how the waste collection will be handled for this site. If the petitioner proposes to use a dumpster, the location needs to be shown on the plan as well as the maneuvering path of the waste collection vehicle. The maneuvering path cannot conflict with parking spaces or be located in the setback.

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

Beatties Ford Road 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.

Any proposed/reconstructed driveway connection(s) will require a driveway permit(s) to be submitted to CDOT 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.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' 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.

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:

- Meet applicable standards in the Charlotte Land Development Standards Manual (latest revision).
- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb Type II-Modified driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- The proposed driveway connection(s) will require a driveway permit(s) to be submitted to CDOT 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.
- Directional wheelchair ramps (two per corner) should be provided at all intersections of public and private streets.

If we can be of further assistance, please advise.

SLP

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Rezoning File