



Charlotte Department of Transportation

Memorandum

Date: January 31, 2005

To: Keith MacVean
Planning Commission

From: Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 04-136: East of the intersection of Moores Chapel Road and Belmeade Road (revised 1/10/05)

We previously commented on this petition in our January 10, 2005 memorandum to you. This site could generate approximately 100 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 5,200 trips per day. This will have a significant impact on the surrounding thoroughfare system.

We have reviewed the draft Traffic Impact Study (TIS) submitted by the developer to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity, and communicated comments to the consultant.

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

1. The site plan should reflect the final configuration of Rhyne and Moores Chapel Roads at completion of the NCDOT project. Items such as pavement markings, edge-of-pavement and right-of-way lines on both sides of all roads shown should be clearly illustrated on the conditional plan. (*Third Request*)
2. 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 public street/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 public street/private driveway connection provided that a left-turn lane is constructed on Rhyne Road. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the public street/private driveway connection. This roadway improvement is required to meet the traffic demands of the proposed development. The left-turn lane should be designed with a minimum 150 feet of storage, a 15:1 bay taper and 45:1 through lane tapers. (*Third Request*)

3. A left-turn lane on Belmeade Road approaching Rhyne Road will be required as a condition of creating a fourth leg to the intersection. The design of this improvement should be illustrated on the site plan.

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)