



Charlotte Department of Transportation

Memorandum

Date: December 22, 2011

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE *Mike Davis*
Development Services Division

Subject: Rezoning Petition 12-008: Approximately 30.21 acres located on the southwest corner at the intersection of Reames Road and Bayview Parkway.

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 930 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,580 trips per day. This will have a minor impact on the surrounding thoroughfare system.

We have the following comments regarding apparent conflicts between the proposed rezoning and existing ordinances or policies:

1. We understand that the proposed development will be regulated under the Subdivision Ordinance, and per the Subdivision Ordinance the private street cross-section for the proposed use is a Residential Wide (Charlotte Land Development Standards U – 03A) and not the private street cross section shown on the site plan.

In addition to the comments above, CDOT requests the following changes to the rezoning plan:

1. Reames Road is classified as a minor thoroughfare according to the MUMPO Thoroughfare plan, and requires a future 70' of right-of-way. We request the petitioner dedicate 35' of right-of-way, measured from the centerline of Reames Road into the petitioner's site.
2. Fred D. Alexander is classified as a future major thoroughfare according to the adopted MUMPO Thoroughfare plan, and requires a future 100' right-of-way. We request the petitioner dedicate 50' of right-of-way, measured from the centerline of the future Fred D. Alexander right-of-way into the petitioner's site.
3. The proposed curb and gutter along Reames Road needs to be relocated 5' from the proposed location on the site plan into the petitioner's site to accommodate a 5' foot bike

lane. As such, we request that the petitioner show the curb and gutter in the previously stated future location.

4. We request the petitioner remove all proposed striped mid-block crosswalks along public streets from the 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.

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.
2. The proposed driveway on Finn Hall Avenue closest to Reames Road needs to be eliminated from the site plan. Additionally the surface parking lot shown across Finn Hall Avenue from the proposed clubhouse needs to be consolidated from two driveways into one proposed driveway.
3. The two proposed driveways serving the surface parking lot directly east of Doyle Drive need to be consolidated into one proposed driveway onto Finn Hall Avenue.
4. The proposed driveway serving the surface lot opposite of Doyle Drive (across Finn Hall Avenue) needs to be shifted to align with Doyle Drive.
5. Adequate sight triangles must be reserved at the proposed street entrance. Two 35' x 35' and two 10' x 70' sight triangles are required for the entrance 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.
6. The proposed street connection to Reames Road 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 locations of the driveway 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.

If we can be of further assistance, please advise.

c: R. H. Grochoske
B. D. Horton
Rezoning File