



Charlotte Department of Transportation

Memorandum

Date: May 29, 2013

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Dennis E. Rorie, PE
Development Services Division

Subject: Rezoning Petition 13-047: Approximately 40.9 acres located on the west side of Interstate 77 near the Intersection of Reames Road and Lakeview Drive.

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 1,760 trips per day as currently zoned. Under the proposed zoning, the site could generate approximately 2,100 trips per day.

CDOT requests the following changes to the rezoning plan:

1. CDOT requests the petitioner revise the conditional Transportation note "d", and increase the funding contribution for the proposed traffic signal back to their previous commitment of \$50,000 which was included in the site plan dated March 14, 2013.
2. Reames Road is designated as a minor thoroughfare according to the MUMPO Thoroughfare Plan and requires a minimum of 70 feet of right-of-way. We request that the petitioner dedicate 35 feet of right-of-way as measured from the existing centerline of Reames Road between Lakeview Road and the site's northern property line.
3. Due to the existing Reames Road pavement cross-section north and south of the proposed development, Reames Road will most likely need to be widened to accommodate the following cross-section along the site's frontage on Reames Road.
 - a. Three (3) travel lanes with 5-foot bike lanes, 8-foot planting strip and sidewalks that meet the minimum Subdivision Ordinance requirements between Lakeview Road and the site's northern property line. Reames Road's future back of curb line will need to be located approximately 24.5 feet from Reames Road existing centerline to match the existing curb line as identified and constructed in the approved Brookline Subdivision Phase I construction plans. The center travel

lane will be used as a southbound left turn lane at the approved vehicle access location as shown on the site plan.

4. CDOT requests the petitioner commit (via the addition of a conditional note to the rezoning site) to constructing up to two raised median islands be in the center travel lane area to provide pedestrian crossings of Reames Road. These would be located to the north and south of the left-turn lane into the site, and be subject to further review by CDOT, CATS, and NCDOT.

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. CDOT has determined a left-turn lane is necessary to serve the traffic using the proposed private driveway connection to 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 private driveway connections provided that left-turn lanes are constructed on Reames Road. We recommend the rezoning plan reflect the design of the required left-turn lane prior to submittal/approval of the private driveway connections. The left-turn lanes need to be designed using NCDOT standards with a minimum 150 feet of storage. This roadway improvement is required to meet the traffic demands of the proposed development.
2. 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.
3. The proposed driveway connection to Reames 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 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 driveways on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
4. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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6. 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 NCDOT regarding the anticipated request.

1. Since access is proposed to an NCDOT-maintained roadway, they may also require a left-turn lane as part of their driveway permit approval process. They may also have additional or different requirements for their approval than what is identified in the City's rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.

If we can be of further assistance, please advise.

R. Grochoske

cc:S. Correll

Brett Canipe, NCDOT (via email)

Sean Epperson, (NCDOT (via email)

Rezoning File