



Charlotte Department of Transportation

Memorandum

Date: March 25, 2013

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE *Mike Davis*
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 2,600 trips per day as currently zoned. Under the proposed zoning, the site could generate approximately 3,900 trips per day. This estimate includes all development identified on the overall development data provided on Sheet SP-1, which includes 67 single family units that do not appear to be depicted on the site plan.

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

1. Should the petitioner install security gates as the proposed entrances with Reames Road, the site plan will need to comply with section 12.206(3) of the Zoning Ordinance that prohibits vehicles maneuvering within the required building setback. An adequate turnaround area will be required in advance of the subject security gates to allow vehicles to exit the property without backing onto Reames Road in the event that the subject gates are inoperable.

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

1. CDOT requests the petitioner to revise Transportation note "g" to acknowledge the requirements of section 12.206(3) of the Zoning Ordinance.
2. CDOT requests the petitioner revise the conditional Transportation note "e" as follows:
The Petitioner will contribute \$80,000 to CDOT for the entire costs of a wooden pole traffic signal installation at the Reames Road and Lakeview Road intersection prior to the issuance of the first building certificate of occupancy. The funding of this future traffic signal will not exceed \$80,000 and will be implemented by CDOT when the signal is justified to be

installed by both NCDOT/CDOT. Funding will be valid for the subject signal improvement for a period of ten (10) years from the date of the site's first building's certificate of occupancy. If the proposed traffic signal is not installed with ten (10) years CDOT will return these funds to the petitioner.

3. 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.
4. 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 northbound and southbound left turn lanes at all approved vehicle access locations as shown on the site plan.
5. CDOT requests the petitioner commit 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 lanes 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 that left-turn lanes are necessary to serve the traffic using the proposed private driveway connections to this site. The engineering design and construction of the left-turn lanes are 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 these required left-turn lanes 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.

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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 connections 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 driveways will be determined by CDOT during the driveway permit process. The locations of the driveways 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.
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.
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