



Charlotte Department of Transportation

Memorandum

Date: July 25, 2014

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 14-076: Approximately 6.94 acres located on the east side of Reames Road between Bayview Parkway and Finn Hall Ave

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 200 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 130 trips per day.

CDOT requests the following changes to the rezoning plan:

1. Reames Road is classified as a minor thoroughfare according to the CRTPO Thoroughfare Plan and requires 70 feet of total right-of-way. CDOT requests the petitioner dedicate and convey in fee simple 35 feet of public right-of-way as measured from the Reames Road existing centerline along the site's Reames Road frontage. Additionally, we request the petitioner amend "Access and Transportation" note "b" to include this 35' dimension.
2. We request the petitioner construct a 50' long x 8' wide raised concrete pedestrian refuge island in the center of Reames Road located approximately 240' north of the site's proposed driveway. This will include the installation of accessible pedestrian ramps on both sides of Reames Road as a part of the pedestrian refuge island construction. The petitioner needs to coordinate with CATS (Mr. Brian Horton at 704-353-0018) to identify whether the existing CATS bus stops need to be relocated to align with the proposed pedestrian refuge island or if additional CATS improvements are needed along the site's Reames Road frontage.
3. CDOT requests the two proposed sidewalks on either side of the proposed building be extended to connect to the existing public sidewalk along Reames Road.

4. The three (3) existing site driveways will be required to be permanently closed by removing the existing driveway aprons, and replacing them with curb/gutter along the site's frontage. Any existing sidewalk that gets damaged during driveway removal will need to be replaced by at the petitioner's expense. Although this is a requirement during the site permitting process, we request a note be added to the plans indicating this requirement.

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 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 Reames Road. A continuous 2-way left-turn lane currently exist at this location, therefore the petitioner will need to mill/overlay a portion of the southbound Reames Road and re-mark for a dedicated southbound left-turn lane into the proposed site driveway. 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. The left-turn lane needs 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 and 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 driveway on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
4. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
5. 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

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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.

R. Grochoske

cc: S. Correll
Brett Canipe, NCDOT (via email)
Brian Horton, CATS (via email)
Rezoning File