

Charlotte Department of Transportation

Memorandum

Date: June 1, 2006

To: Keith MacVean
Planning Commission

From: Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 06-081: Located south of Williams Pond Lane
between Elm Lane and Rea Road
(Revised 5/23/06)

We previously commented on this petition in our April 27, 2005, memorandum to you. This site could generate approximately 200 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 3,493 trips per day. This will have a significant impact on the surrounding thoroughfare system.

The developer's transportation/traffic consultant has prepared a Traffic Impact Study (TIS) to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity. We are currently reviewing a draft copy of the TIS.

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

1. In the NS zoning district setbacks are measured from the back of an existing or proposed curb line. CDOT and CMPC staff have met and determined that the future curbline for Rea Road is four feet behind the existing curbline. This will accommodate bike lanes on Rea Road in the future. The proposed six-foot sidewalk along Rea Road should be set back to accommodate this future curbline. Until Rea Road is widened the planting strip along Rea Road will need to be 12 feet wide with the street trees located in the future eight-foot planting strip area.
2. CDOT and CMPC staff have met and determined that the future back of curb location for Elm Lane is 24.5 four feet from the existing centerline of the road. This will accommodate three lanes and bike lanes on Elm Lane in the future.
3. CDOT and CMPC staff have met and determined that the future curbline for Williams Pond Lane will be evaluated through the TIS process because its width will be determined in part by requirements for the design of access to the site. The final curbline for Williams Pond Lane will include four-foot bike lanes.
4. The proposed drive-through bank must to be designed to provide six stacking spaces per window. Each stacking space needs to be at least 20 feet long. It does not appear that the current design of the drive-through bank meets these ordinance requirements.

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5. We are concerned about the operation of the drop-off/loading space located adjacent to the Williams Pond driveway. Although this will be further reviewed during the building/driveway permit process, it is recommended that maneuvering and sight distance (screen wall) issues be addressed at this time.
6. Additional comments will follow our review of the Traffic Impact Study.

If we can be of further assistance, please advise.

SLP

c: M.K. Dewey
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Rezoning File (2)