


Charlotte Department of Transportation

Memorandum

Date: November 30, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 07-108: Located on the east side of Rea Road between Colony Road and Chadwyck Farms Drive (revised 11/12/07)

We previously commented on this petition in our September 12, and August 2, 2007 memorandum to you.

Consistency with Transportation Action Plan (TAP): The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

- Goal 1 of the TAP relies on the Centers, Corridors and Wedges land use strategy to be implemented. This project site is located in a Wedge and does not appear to support the Centers, Corridors and Wedges land use strategy.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are identified below that need to be addressed for CDOT's support of the petition and to bring the site plan into compliance with the TAP and best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 130 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 60 trips per day. This will have a minor impact on the surrounding thoroughfare system.

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

1. Sight triangles need to be measured from the right-of-way line, not from the edge of pavement. 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. (*Previous Review Comment – 2*)
2. The location of the proposed driveway needs to be coordinated with the property owner opposite of this site, Robert A. Jacobs, and/or it needs to be aligned with the existing driveway or

offset to avoid a left turn conflict. A note on the plan needs to be on the conditional plan addressing this item.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske (via email)
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Rezoning File