


Charlotte Department of Transportation

Memorandum

Date: March 29, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam 
Development Services Division

Subject: Rezoning Petition 07-050: Located on the south side of Old Dowd Road
and on the east side of Amos Smith Road
(revised 3/21/07)

We previously commented on this petition in our March 2, 2007 memorandum to you. This site could generate approximately 2,100 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 2,200 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. We have re-evaluated our requirement for a left-turn lane on Amos Smith Road at the Notebook Trail entrance to the development. Although CDOT will no longer require a left-turn lane at this location, we have been informed that the NCDOT will require one.
2. At a minimum, a proposed public street(s) needs to be shown extending from Amos Smith Road to Old Dowd Road across from McGarry Trail. Although a street stub to connect with Old Dowd Road opposite Sam Wilson Road is needed, it is our understanding that existing topographic conditions make a future connection impractical. All public and private streets need to be built to the City of Charlotte and North Carolina Department of Transportation (NCDOT) standards. (*Previous Review Comment-2*)

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. Sidewalks have been shown on several of the streets in the development. However, additional sidewalks are necessary on both the proposed public streets and private streets to provide a better internal system that is better connected. CDOT and Planning Department staff will meet with the petitioner to assist him in addressing this issue.

2. The Transportation Action Plan adopted by the City Council (May 2006) references best practices for sidewalks and planting strips that are included in the proposed *Urban Street Design Guidelines*. In accordance with these best practices, the petitioner is requested to provide 5-foot sidewalks and 8-foot planting strips on all internal streets, public or private, where the width from back of curb (BOC) to BOC is 27 feet or less. Additionally, the petitioner is requested to provide 6-foot sidewalks and 8-foot planting strips on all public and private streets (Amos Smith Road and Old Dowd Road) where the width from BOC to BOC is greater than 27 feet. (*Previous Review Comment-2*)
3. Multimodal connectivity is vital with new development, therefore we recommend the following (*Previous Review Comment-2*):
 - a. Provide internal bikeways and sidewalk connections to the Amenity Areas.
 - b. Connect two western-most cul de sacs to create a street segment, and then extend eastward to Cricket Place Circle.
 - c. Pedestrian and bicycle connections where roadway connections are not feasible.

If we can be of further assistance, please advise.

SLP

- c: R. H. Grochoske
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Rezoning File (2)