



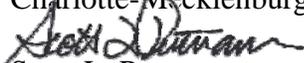
# Charlotte Department of Transportation

## Memorandum

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**Date:** September 12, 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 05/8/07)

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We previously commented on this petition in our 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. Required parking is not permitted in the transitional setback area. The parking as proposed is shown in this area and needs to be removed from the site plan.
2. Existing driveways opposite of and adjacent to the proposed driveway need to be shown on the site plan and dimensioned to determine whether there will be any turning movement conflicts. The location of the driveway needs to be coordinated with the property owner on the opposite side of the street who has expressed an interest in developing his property to a higher intensity. We will not approve the proposed driveways as shown if they adversely

impact the location or result in access restrictions for the property owner on the opposite side of the Rea Road. This information needs to be indicated on the conditional plan by showing a future private driveway or public street opposite of this site. (*Previous Review Comment – 1*)

3. 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. (*Previous Review Comment – 1*)
4. The driveway shown on the site plan is a Type III-street type entrance and will not be approved. A type II-ramp driveway is appropriate for this site. The site plan should be revised to indicate the correct driveway design and type. This item will be addressed during the multi family review process.

To facilitate building permit/driveway permit review and approval, the site plan must include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.

If we can be of further assistance, please advise.

SLP

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