



Charlotte Department of Transportation

Memorandum

Date: August 2, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam *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

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. Existing pavement markings, curb and gutter on Rea Road need to be shown on the conditional plan to see if the location of the driveways meet CDOT's design guidelines and access policies.
2. For a Type II driveway, the minimum width is 26 feet for two-way traffic and 20 feet for one-way traffic. This needs to be shown correctly on the proposed conditional plan.
3. The location of the driveway(s) 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. Driveways on opposite sides of a street must directly align in order to eliminate left-turn conflicts. 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.

4. Only one driveway is necessary for the site, based upon the site's trip generation, and the proposed one-way driveway should be removed from the plan with the drive aisle in front of the building terminated with a hammerhead turnaround.
5. Minimum length of a parallel parking space is 22 feet and not 20 feet as shown on the site plan.

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. The petitioner should provide 6-foot sidewalks and 8-foot planting strips on Rea Road consistent with TAP and best practices.
2. It is requested that the site plan provide an internal system of sidewalks that connects the building entrance(s) to the sidewalk(s) along the street.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

Rea Road minor thoroughfare, requiring a minimum of 70 feet of right-of-way, and the developer/petitioner needs to indicated, on the plan the fee-simple conveyance of right-of-way to meet this requirement, measuring 35 feet from the centerline of the roadway.

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.

The proposed driveway connection(s) to Rea Road will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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 approved by CDOT

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prior to the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

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

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Rezoning File (2)