

Date:	October 30, 2007	
То:	Keith MacVean Charlotte-Mecklenburg Planning Department Scott L. Putnam Development Services Division	
From:		
Subject:	Rezoning Petition 07-140:	Located on the east side of Reames Road between Bella Vista Court and Lawnmeadow 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 as inappropriately scaled development within a Wedge.
- 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 410 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 670 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. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte. CDOT has determined that a left-turn lane is necessary to serve the traffic using the proposed public street connection(s) for this site (see comment 5). The engineering design and construction of the left-turn lane(s) is the responsibility of the owner, and shall be performed by a professional engineer registered in the State of North Carolina who has roadway-design experience. CDOT will only approve the proposed public street connection(s) provided that a left-turn

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lane is constructed on Reames Road. We recommend the rezoning plan reflect the design of this required left-turn lane(s) prior to submittal/approval of the public street connection(s). This roadway improvement is required to meet the traffic demands of the proposed development. The left-turn lane(s) should be designed with a minimum 150 feet of storage, a 100-foot bay taper 160-foot through lane taper.

- 2. The conditional plan needs to provide 6-foot sidewalks and 8-foot planting strips on Reames Road, as well as 5-foot sidewalks and 8-foot planting strips on all new internal streets, based on the TAP and best practices.
- 3. We recommend that the cul-de-sac near the amenity area be eliminated and the street extended to connect with Reames Road.
- 4. A street stub needs to be provided near the middle of the subdivision to facilitate connectivity to future residential redevelopment to the north.
- 5. The two cul-de-sacs as currently proposed on the eastern portion of the site need to be eliminated and the two streets connected.
- 6. Reames Road is a collector street requiring a minimum of 60 feet of right-of-way. The developer/petitioner needs to show the existing right-of-way/width on the site plan, measuring 30 feet from the centerline of the roadway. We request that the petitioner convey in fee simple any additional right-of-way needed along Reames Road to provide the minimum width and that accommodates the required left-turn lane(s) and a 4-foot bike lane.
- 7. We recommend that the petitioner consider a rear vehicle loaded product with 16-foot alley ways and on-street parking along the public streets.

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

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 Reames 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.

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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 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.

If we can be of further assistance, please advise.

## SLP

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