




Charlotte Department of Transportation

Memorandum

Date: September 17, 2008

To: Tom Drake & Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-125: Located on the southwest quadrant of Mount Holly Road and the I-485 Interchange
(Revised 8/18/08)

We previously commented on this petition in our July 29, 2008 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, because the site plan is too auto-oriented in design, failing to successfully integrate land use and transportation. However, the proposed petition is substantially similar to what is already approved under the current CD plan.
- 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 20,900 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 19,000 trips per day. This will have a lesser impact on the surrounding thoroughfare system.

A Traffic Impact Study was prepared for the proposed development as part of rezoning petition 2005-150. Provided that the phasing and mitigation improvements required in the existing approved conditional site plan are included as part of this site plan amendment, we are satisfied that the transportation impacts of the proposed developed have been addressed.

Since access is proposed to an NCDOT-maintained roadway, they may require a TIS as part of their driveway permit approval process. They may have additional or different requirements for their approval than what is identified in this rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.

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

1. Development phasing/improvement thresholds for transportation improvements need to match what has already been approved under the current CD plan (rezoning 2005-150). CDOT does not support increasing the thresholds without a revised traffic study evaluation to justify the changes. (*Previous review comment*)
2. All streets interior to the site, including private streets, must have the 8-foot sidewalk and 8-foot planting strip on both sides of the street as committed to in the previously approved conditional site plan. 16-foot hardscapes with trees in tree pits may be an acceptable alternative in certain circumstances. (*Previous review comment*)
3. All public streets need to be designed as Office/Commercial Wide streets in conformance with the *Urban Street Design Guidelines* (USDG).
4. The first median opening on Public Road B needs to be closed to provide the 300 feet of internal channelization required by transportation note 2B.
5. The left-turn lane on Rhyne Road at Driveway 3 (Public Road C) will be required whenever this street is constructed, regardless of the land use that requires its construction. The clouded note under the transportation notes for Phase One(A) [right above the heading for Phase Two] must be revised accordingly.

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. To better accommodate pedestrians, the townhomes need to be alley-loaded instead of front-loaded.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske (via email)	Mt. Holly Developers, LLC;
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	Rezoning File