


Charlotte Department of Transportation

Memorandum

Date: July 31, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam 
Development Services Division

Subject: Rezoning Petition 07-101: Located on the southwest corner of West
W.T. Harris Boulevard and Old Statesville
Road

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 Corridor and does not appear to support the Centers, Corridors and Wedges land use strategy. Although this site is located across the street from a proposed commuter rail station, the site is arranged in a typical suburban "sprawl" layout with separated land uses and 5 highway-oriented outparcels; major revisions would be necessary for it to support a Corridor 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 6,400 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 11,900 trips per day. This will have a significant impact on the surrounding thoroughfare system.

Therefore, we request that the developer submit a Traffic Impact Study (TIS) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity.

The preparer of the TIS must contact Matt Magnasco (704-336-3368) of the Charlotte Department of Transportation (CDOT) prior to beginning the TIS to determine the study requirements. Since access is proposed to an NCDOT-maintained roadway, they may also 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. Harris Technology Boulevard needs to be extended through this site out to NC 115 as a public street. [Subdivision Ordinance, TAP]
2. Public street stubs need to be provided to the south, one of which needs to connect with WT Harris Boulevard (subject to NCDOT approval). [Subdivision, TAP]
3. The proposed land use(s) must be clarified and quantified. Will there be a mini-storage component? How many residential units will there be (the plan only lists a minimum)?
4. In keeping with transit-station-area principles, 8-foot sidewalks and 8-foot planting strips need to be constructed along all public streets. The sidewalk and planting strip along WT Harris Boulevard needs to be located outside the right-of-way on an easement. [TAP]
5. Bike lanes need to be provided along Harris Technology Boulevard and on the north-south street mentioned previously.
6. The correct geometry and laneage of NC 115 and WT Harris Boulevard must be shown.
7. Only one access point to NC 115 will be allowed, which would be the public street extension of Harris Technology Boulevard. This connection needs to be located as far away from WT Harris Boulevard as possible.
8. Access to WT Harris Boulevard will be limited to right-in/right-out movements only. A 375-foot right-turn lane with 20:1 bay taper must be constructed on WT Harris Boulevard into this driveway.
9. A comprehensive internal sidewalk system needs to be provided, connect the building and residential entrance(s) to the sidewalk(s) along the streets and through parking lots. Outparcels need to have connections to the sidewalks along the streets and to the internal sidewalk system.

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 multifamily land use(s) need to be located closer to NC 115 to better access the proposed WT Harris Boulevard transit station and to encourage non-vehicular trips to/from it. [TAP]

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

WT Harris Boulevard is a limited-access thoroughfare requiring a minimum of 200 feet of right-of-way. NC 115 is a major thoroughfare requiring more than the minimum 100 feet of right of way at its intersection with WT Harris Boulevard. The developer/petitioner should convey right-of-way in fee simple title to meet these requirements, measuring 100 feet from the centerline of WT Harris Boulevard and as follows for NC 115:

- 60 feet from centerline for the first 500 feet south of WT Harris Boulevard
- 45:1 taper to 50 feet from centerline along the next 450 feet
- 50 feet from centerline thereafter

Adequate sight triangles must be reserved at the proposed street entrances. Two 35' x 35' and two 10' x 70' sight triangles are required for the entrances 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 connections to NC 115 and WT Harris Boulevard will require driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways 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.

All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

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 maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT/NCDOT prior to the construction/installation of the non-standard item(s). Contact CDOT/NCDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

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

- Dimension width of the existing and proposed driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.

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- 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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