


Charlotte Department of Transportation

Memorandum

Date: June 26, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam 
Development Services Division

Subject: Rezoning Petition 07-080: Located on the east side of Old Statesville Road (NC 115) between Pete Brown Road and West WT Harris Boulevard (revised 6/18/07)

We previously commented on this petition in our May 1, 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 Corridor and appears 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 14,000 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 50,000 trips per day. This will have a very significant impact on the surrounding thoroughfare system.

Traffic Impact Study

We previously requested 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. Although we have met with the petitioner's traffic consultant to discuss the study's requirements, the TIS has not yet been submitted for our review. Because of the size of this development, we will not have sufficient time to review the TIS and come to agreement with the petitioner on any necessary traffic impact mitigation/development phasing prior to the July public hearing.

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. A traffic study for a development of this size typically requires review by NCDOT Congestion Management staff in Raleigh, and takes several months.

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

1. The first phase of subdivision street construction needs to include the extension of Davis Lake Parkway from WT Harris Boulevard to the proposed Sugar Creek/NC 115 thoroughfare and the proposed thoroughfare from NC 115 to the site's eastern/southern property line, including the crossing of Mallard Creek. Internal streets can be deferred to later phases. (TAP §2.9.4, §2.9.6)
2. A 5-foot pedestrian connection needs to be constructed from the general area of the Griffith Lake dam to the subdivision being developed by Potters II Developers LLC (tax parcel #043-181-01). The alignment can meander and "switch-back" as necessary to address topography issues. Because there is a reasonable alternate accessible route between the two sites, this pedestrian connection does not need to also meet ADA requirements. (TAP- *Previous review comment*)
3. A 10-foot shared pedestrian/bicycle path needs to be constructed between Eben Drive, MX Component 2, and MX Component 3. It would connect with the pedestrian connection referenced in the previous comment. Generally speaking, it should follow the perimeter of the lake near the top of the dam.
4. Melstrand Way must connect to MX Subcomponent 1-C in accordance with the Subdivision Ordinance requirements. (*Previous review comment*)
5. An extension of the Mallard Creek Greenway needs to be constructed between MX Components 1-A, 1-B, 7, and Mallard Creek. Connections to the greenway need to be made from these three areas.
6. Cross-section 2/L1.3 needs to be revised to state that the bike lane width on non-greenway sections will be 5 feet.
7. A portion of the Mallard Creek Greenway is located adjacent to the Sugar Creek/NC 115 thoroughfare from Mallard Creek to NC 115. As shown on the site plan, the shared-use path/greenway will accommodate bicyclists and separate bike lanes in this location will not be necessary. However, beyond the site's eastern/southern property line dedicated bike lanes are planned to be constructed on the thoroughfare making a transition from bike lane to the shared-use path necessary. To avoid an additional transition that will likely result in bicyclists deciding to remain on the thoroughfare after the bike lanes ends, the shared-use

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path/greenway needs to be extended to NC 115 rather than ending at Davis Lake Parkway as proposed.

8. Additional comments will follow our review of the TIS.

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)