


Charlotte Department of Transportation

Memorandum

Date: May 1, 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

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.

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. A traffic study for a development of this size typically requires review by NCDOT/ Congestion Management in Raleigh.

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

1. The Mecklenburg-Union Thoroughfare Plan calls for the NC 115/Sugar Creek Road Connector to intersect NC 115 at Henderson Road, not Pete Brown Road as shown on the site plan. The Henderson Road crossing of the railroad was built to thoroughfare standards when NC 115 was widened within the last 5 years. Requests to change the alignment of the proposed Sugar Creek Road/NC 115 connecting minor thoroughfare must be made to the Mecklenburg-Union MPO. Any change to the alignment will require a thoroughfare plan amendment through a public process that typically takes 6 months to complete. Please contact Bob Cook at 704.336.8643 for more information. (TAP)
2. The proposed left-over on WT Harris Boulevard into MUDD subcomponent "A" requires the review and approval by NCDOT. WT Harris Boulevard has a 55-MPH posted speed limit that typically requires a 2,000-foot median opening spacing; the intersection of WT Harris Boulevard/NC 115 is less than 2,000 feet away. Additionally, the proposed left-over requires property that is not owned by the petitioner or included in the rezoning petition.
3. MX Subcomponent 1-C must connect to Melstrand Way in accordance with subdivision ordinance requirements.
4. A 10-foot shared pedestrian/bicycle trail needs to be built from the general area of the Griffith Lake dam to the subdivision being developed by Potters II Developers LLC (tax parcel #043-181-01). (TAP)
5. The street connecting Davis Lake Parkway to MUDD Subcomponent A needs to be a public street. The termination of it can be a roundabout or traffic circle, but one only with four legs.
6. The draft North Corridor Commuter Rail/WT Harris Station Area Concept recommends increasing the pedestrian and vehicular crossings of the rail line in order to capture the potential transit supportive development of this station area. There is potential for a new grade crossing at Victoria Avenue to increase connectivity across the rail corridor. Show and label Victoria Avenue. The MUDD village street network needs to be set up to allow for a future crossing of the Norfolk-Southern rail line to connect to Victoria Avenue. (TAP)
7. Davis Lake Parkway needs to connect to the Sugar Creek/NC 115 connector at least 1,000 feet east of the railroad tracks.
8. Pedestrian connections need to be provided between neighborhoods and the proposed commuter rail station. (TAP)
9. To enhance east-west pedestrian connectivity, a second roundabout needs to be constructed on Davis Lake Parkway at the street serving MX Subcomponent 3-A and MUDD

Subcomponent B. This will calm traffic on Davis Lake Parkway and diminish its “wall” effect between the MX area and the MUDD area.

10. Davis Lake Parkway, the road linking Davis Lake Parkway to MUDD Subcomponent A, and the road linking MX subcomponent 3-A to MUDD Subcomponent B need to have 8-foot planting strips and 8-foot sidewalks. (TAP-best practices)
11. All public streets in the MUDD area need to have 8-foot planting strips and 8-foot sidewalks. All private streets in the MUDD area need to have 8-foot planting strips and 6-foot or larger sidewalks. (TAP-best practices)
12. All of Eben Drive (including the part north of Davis Lake Parkway), the Sugar Creek/NC 115 connector, and the main street through MX subcomponent 1-B need to have at least 8-foot planting strips and 6-foot sidewalks. (TAP-best practices)
13. The proposed Mallard Creek Greenway shown along the Sugar Creek/NC 115 connector needs to be built to greenway standards, and could also serve as one of the public sidewalks for this road (also see previous comment).
14. All other streets (public and private) in the MX area need to have 8-foot planting strips and 5-foot sidewalks. (TAP-best practices)
15. Davis Lake Parkway (2/L1.3) needs to have a Colony Road cross-section of a 17-foot median, two 11-foot through lanes, and two 5-foot bike lanes instead of the 4-lane section proposed.
16. The MUDD street section (1/L1.3) needs to have two 11-foot travel lanes, two 6-foot bike lanes, and two 7-foot parallel parking lanes.
17. The Sugar Creek/NC 115 connector must connect to Fox Point Drive in accordance with subdivision ordinance requirements.
18. The cul-de-sac into MX Component 6 needs to be deleted, and it should be replaced with open space.
19. Additional north-south connections, preferably vehicular, need to be made between MUDD Subcomponents A and B.
20. Additional right-of-way for the Sugar Creek/NC 115 connector beyond that which is normally required for a minor thoroughfare will be necessary. The developer/petitioner should convey right-of-way in fee simple title to meet these requirements as follows:

- Sugar Creek/NC 115 connector
 - 45 feet from centerline (each side) from NC 115 to 300 feet east of the eastern boundary of the Norfolk-Southern railroad right-of-way
 - 20:1 taper (westbound direction) to 35 feet from centerline
 - 35:1 taper (eastbound direction) to 35 feet from centerline

21. Additional comments will follow our review of the traffic study.

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.

1. Directional wheelchair ramps (two per corner) should be provided at all intersections of public and private streets.

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

WT Harris Boulevard is a Class II thoroughfare requiring a minimum of 200 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet these requirements measured 100 feet from centerline of the roadway.

Adequate sight triangles must be reserved at the existing/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 connections to WT Harris Boulevard and NC 115 will require driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact locations and widths of the connections will be determined by CDOT during the driveway permit, MUDD, and/or subdivision processes. The locations of the connections shown on the site plan are subject to change in order to align with street(s)/driveway(s) on the opposite side of the streets, median opening(s), and the Thoroughfare Plan, 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

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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.
- Indicate typical parking module dimensions.
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- 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

c: R. H. Grochoske
M.M. Magnasco
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E.D. McDonald
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Julie Clark/ Mecklenburg County Parks & Recreation
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Rezoning File (2)