



Charlotte Department of Transportation

Memorandum

Date: September 12, 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 8/21/07)

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 46,000 trips per day (34,000 net trips). This will have a very significant impact on the surrounding thoroughfare system.

Traffic Impact Study

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. The site plan shows construction of the Sugar Creek/NC 115 thoroughfare in 3 phases, but only links development to phases I and II construction with no provision for completing phase III. Should we consider a phased construction, phase III needs to be combined with phase II. (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. When Griffith Lakes was submitted to the City in 2004 as a by-right R-3 subdivision, this was a requirement. (TAP- *Previous review comment -2*).

[It is our understanding in recent discussions with the petitioner that the top of the dam is currently a concrete spillway and that it may not be possible for pedestrians to safely cross the dam. We are further evaluating the feasibility of pedestrian passage at this location.]

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. (*Previous review comment*)
4. Melstrand Way must connect to MX Subcomponent 1-C in accordance with the Subdivision Ordinance requirements. The Subdivision Administrator has the authority to determine whether there are economic or environmental considerations that would impact the feasibility of this connection. (*Previous review comment -2*)
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. (*Previous review comment*)
6. As proposed in the draft TIS, the scope of road improvements necessary at the WT Harris Boulevard/Davis Lake Parkway intersection are incompatible with the street type designation (Avenue) for Davis Lake Parkway under the Urban Street Design Guidelines. Mitigation to offset this impact will need to be provided.

7. The MUDD-O request for the bank drive-thru window cannot be approved as shown. It appears that a portion of the stacking requirement for the bank drive-thru window is located in the right-of-way. Only one entering driveway lane to access the drive-thru lanes will be approved. Additionally, both bank drive-thru lanes terminate at the driveway without first merging into a single lane prior to the driveway. Due to safety considerations, this design/operation cannot be approved as proposed.

8. Roadway Sections.

Collector (1) The TIS may indicate that 2 through lanes in both directions may be necessary.

Sugar Creek/ NC 115 Connector (2)

Bike lanes will need to be provided on both sides of the street east of the Mallard Creek Greenway bridge. Additionally, an eastbound bike lane is necessary from NC 115 to the new bridge.

MUDD Streets (4) & (7)

Cross sections are provided with and without bike lanes. In the MUDD Village it is recommended that there be consistency for bicyclists, especially with consideration of transit and other pedestrian/urban design features.

Public and Private Residential Streets (8)

The street cross sections need to be consistent with the proposed *Urban Street Design Guidelines* and provide 11-foot travel lanes instead of the proposed 10'6" travel lanes.

9. Additional comments will follow our review of a second draft TIS. If we can be of further assistance, please advise.

SLP

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Rezoning File (2)