


Charlotte Department of Transportation

Memorandum

Date: January 17, 2008

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 07-145: Located on the southwest corner of Mt. Holly-Huntersville Road and West. W.T. Harris Boulevard (revised 12/14/07)

We previously commented on this petition in our October 30, 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 Wedge and does not appear to support the Centers, Corridors and Wedges land use strategy as inappropriately scaled development within a Wedge.
- 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 180 trips per day as currently zoned. Under the proposed revised zoning the site could generate approximately 1,300 trips per day. This will have a minor impact on the surrounding thoroughfare system.

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

1. Due to its proximity to the WT Harris Boulevard/Mount Holly-Huntersville Road intersection and the future extension of WT Harris Boulevard to Huntersville, the proposed driveway on Mount Holly-Huntersville Road and the driveway on WT Harris Boulevard closest to this intersection need to be restricted to right-in/right-out movements only. A raised concrete median is required to physically prohibit left-turns into and out of the site. The petitioner/developer is responsible for all costs associated with the design and construction of this median from Mt Holly-Huntersville Road to the first townhouse driveway. (*Previous Review Comment – 1, as modified*)

2. CDOT has determined that a left-turn lane on WT Harris Boulevard is necessary to serve the traffic using the proposed public street/private driveway connection(s) for this site. The engineering design and construction of the left-turn lane is the responsibility of the owner, and shall be performed by a professional engineer registered in the State of North Carolina who has roadway-design experience. CDOT will only approve the proposed public street/private driveway connection provided that a left-turn lane is constructed on WT Harris Boulevard into the multi-family portion of the site. Where there is no existing eastbound left-turn lane opposite the required westbound left-turn lane, the petitioner/developer is required to construct it for reasons of safety. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the public street/private driveway connection(s). This roadway improvement is required to meet the traffic demands of the proposed development. The left-turn lane needs to be designed using NCDOT standards with a minimum 150 feet of storage. (*Previous Review Comment – 1*)
3. WT Harris Boulevard is shown on the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) Thoroughfare Plan as being realigned in this location. It is our understanding that there is an approved alignment for this roadway that will impact this property along both roadway frontages. Developer/petitioner needs to contact Stuart Basham of MUMPO at 704-336-4695 to obtain this alignment. In order for us to continue our review of this petition, the site plan needs to be revised to show the proposed thoroughfare realignment in the next submittal. We request that the petitioner dedicate this right-of-way, 70 feet from centerline on Mount Holly-Huntersville Road and 60 feet from the new alignment centerline on WT Harris Boulevard. This thoroughfare realignment needs to be shown on the next site plan submittal (see attached aerial photograph and realignment plan below). (*Previous Review Comment – 1*)
4. To facilitate area connectivity, the site plan needs to provide at least one public street opposite Forest Drive to the western edge of the property. Additionally, the petitioner needs to provide a stub-street near the middle of the subdivision for future residential redevelopment to the west. (*Previous Review Comment – 1*)

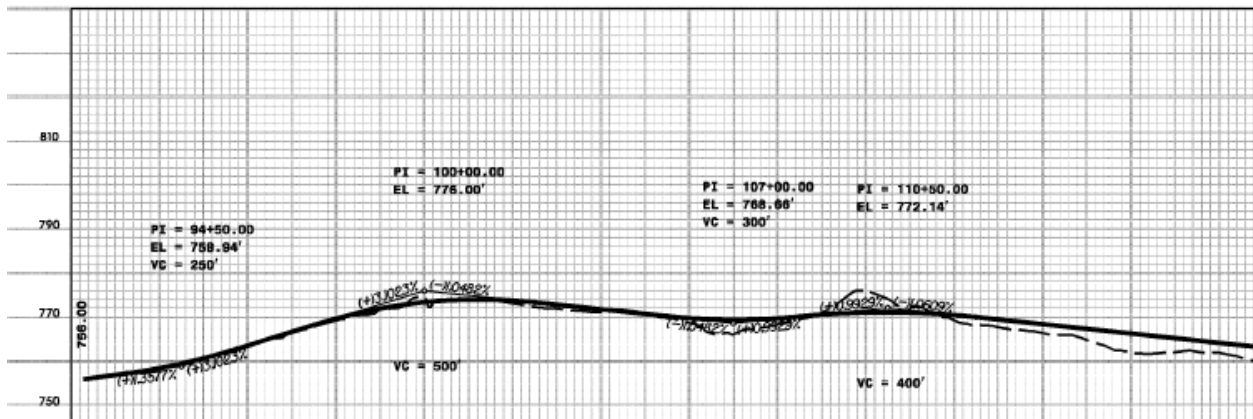
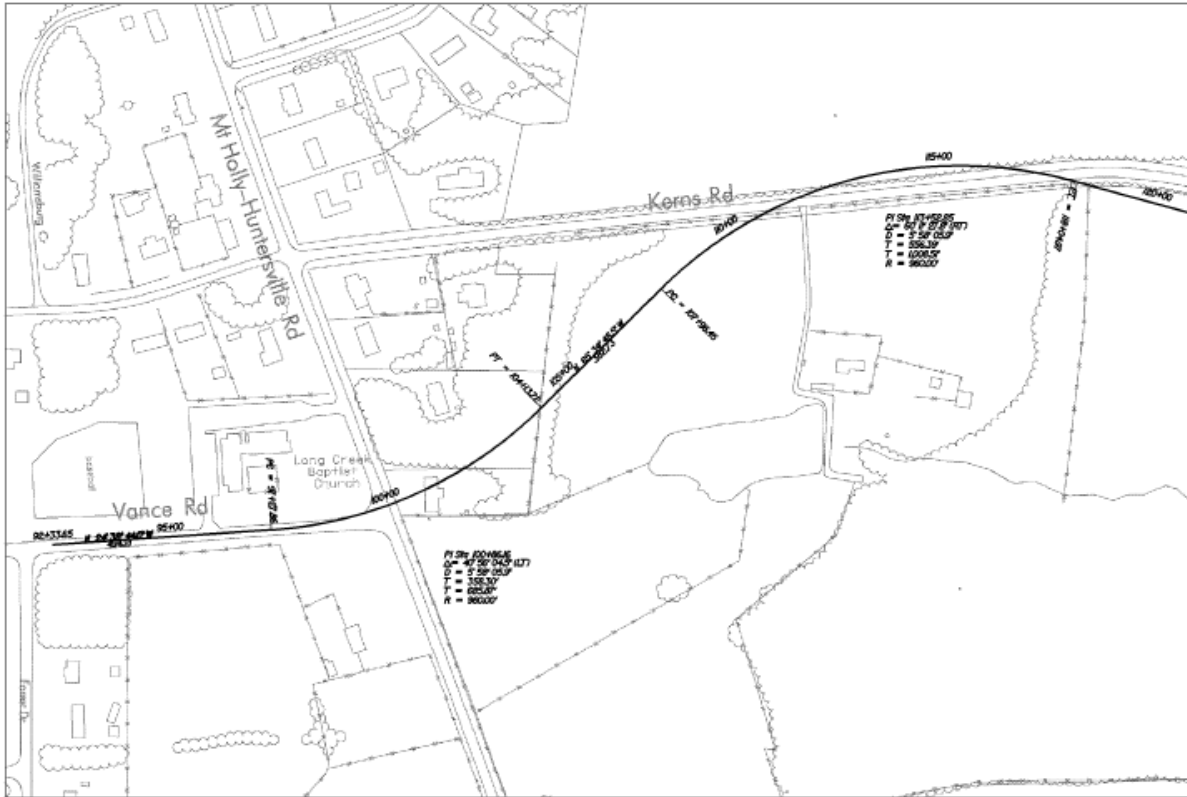
If we can be of further assistance, please advise.

SLP

Attachment

c: R. H. Grochoske	NCDOT/Wendy Abe
S. L. Habina - CDOT Review Engineer	Tribek Properties/Blanton Hamilton
B. D. Horton	Kennedy Covington/John Carmichael
A. Christenbury	Rezoning File (2)
E.D. McDonald	

WT Harris Boulevard Future Road Extension and Alignment
MUMPO Thoroughfare Plan





SCALE
1"=20'