


Charlotte Department of Transportation

Memorandum

Date: October 30, 2007

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

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 zoning the site could generate approximately 1,500 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 intersection, the driveway on Vance Road serving the retail site will 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.
2. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way

of a street under the regulatory jurisdiction of the City of Charlotte. CDOT has determined that a left-turn lane on Mt Holly-Huntersville Road 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(s) 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(s) provided that a left-turn lane(s) is constructed on Vance Road into the multi-family portion of the site. Where there are no existing eastbound left-turn lanes opposite the required westbound left-turn lanes, the petitioner/developer is required to construct them for reasons of safety. We recommend the rezoning plan reflect the design of this required left-turn lane(s) prior to submittal/approval of the public street/private driveway connection(s). These roadway improvements are required to meet the traffic demands of the proposed development. The left-turn lane(s) need to be designed using NCDOT standards with a minimum 150 feet of storage.

3. Vance Road 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.
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.
5. The site plan needs to correctly show existing conditions for full review. The access points across both public streets need to be shown in their actual dimensions. The Forest Drive right-of-way needs to be shown. Existing pavement markings and centerlines also need to be shown for correct curb placement.
6. We strongly recommend that the developer/petitioner meet with the North Carolina Department of Transportation (NCDOT) prior to resubmittal. Both Vance Road and Mount Holly-Huntersville Road are state-maintained roads. An NCDOT driveway permit will need to be obtained in later phases of this project and we recommend any NCDOT issues be identified at this time and incorporated with the next submittal.

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 petitioner should reduce the amount of commercial square footage and number of townhomes proposed due to the lack of transit service and area street connectivity.
2. The petitioner needs to provide 6-foot sidewalks and 8-foot planting strips on Vance Road (need to show future realigned and widened right-of-way) and Mount Holly-Huntersville Road (need to show future widened right-of-way) based on the TAP and best practices.
3. The site plan needs to provide an internal system of sidewalks that connects the building entrances to the sidewalks along the street.
4. It is requested that the site plan provide vehicular cross-access between the retail and townhome portions of the development.

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

Vance Road and Mt Holly-Huntersville Road are both major thoroughfares requiring a minimum of 100 feet of right-of-way. We request that the developer/petitioner convey the right-of-way in fee simple title to meet this requirement, measuring 50 feet from the centerline of each roadway.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' and two 10' x 70' sight triangles are required for the entrance(s) 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 connection(s) to Vance Road and Mt Holly-Huntersville Road will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) 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.

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 City maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT prior to the construction/installation of the non-standard item(s). Contact CDOT 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.
- New/reconstructed driveways must be drop curb ramp Type II driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.
- Provide dual accessible ramps at all intersections of public streets.

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)