


Charlotte Department of Transportation

Memorandum

Date: January 7, 2008

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-014: Located on the northeastern quadrant of the Rocky River Road/I-485 Interchange, adjacent to the Cabarrus County Line (Revised 12/18/07)

We previously commented on this petition in our November 27, 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 2,100 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 4,600 trips per day. This will have a significant impact on the surrounding thoroughfare system.

CDOT received the first draft of the Traffic Impact Study (TIS) on December 26, 2007. CDOT anticipates that the review of this draft will take four weeks. As noted in our previous comments, we recommend that the petitioner/developer meet with the NCDOT to determine whether they will require a TIS during the subdivision process, whether there will be additional TIS requirements, and identify any other issues they may have.

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

1. The Development Standards Section 10 also needs to be revised to include future NCDOT roadway requirements as a result of the TIS. (*Previous review comment*)

2. The development needs to show a better network of public streets. The proposed plan shows only one public street through the development. At least two more of the proposed roads should be public streets including the extension of Brandon Trail Drive across Fuda Creek and a public street stub from Parcel 3 to the adjacent county parcel. *(Previous review comment)*
3. Additional comments will follow our review of the TIS. *(Previous review comment)*
4. Cross-sections shown on the plan need to be removed. Residential collector street sections will not be approved with this plan.
5. New streets need to be designed as Medium Local Residential Streets in accordance with the recently adopted Urban Street Design Guidelines (USDG). However, depending upon the amount of off-street parking provided, Wide Local Residential Streets (wider section with on-street parking) may instead be the applicable cross-section. *(Previous review comment)*
6. The petitioner needs to provide 6-foot sidewalks and 8-foot planting strips on Farmington Ridge Parkway, as well as 5-foot sidewalks and 8-foot planting strips on all new internal streets. *(Previous review comment)*

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 current site plan does not show sidewalks, planting strips, off-street parking and other details. The petitioner should resubmit a more detailed site plan for review. *(Previous review comment)*
2. The petitioner should eliminate the two cul-de-sacs currently proposed, given that practical alternatives appear to be reasonable. *(Previous review comment)*

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske (via email)	Louis Mitchell/NCDOT (via email)
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