


# Charlotte Department of Transportation

## Memorandum

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**Date:** November 27, 2007

**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

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**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.

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 scoping information has already been sent to the petitioner's traffic engineer so that a TIS can be completed. 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. The access is also located in Cabarrus County, so coordination with that county needs to be done by the developer/petitioner as well.

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

1. The site plan shows an alignment of a minor thoroughfare adjacent to the project. Earlier exhibits show this alignment in a different location. The plan needs to be updated to show the correct alignment, which does not dead-end into a parcel on William Caldwell Lane but rather stubs into the vacant parcel in Cabarrus County contiguous with parcel 105-171-07 east of William Caldwell Lane.
2. Due to the fact that the access points for this development are all in the adjacent county or through the Caldwell Commons subdivision, the Development Standards Section 10 needs to be revised to more clearly state that the development will not occur unless the Plaza Road Extension is built entirely through the Brookdale PUD in Cabarrus County. Section 10 also needs to be modified to include any roadway improvements required by the TIS, such as left-turn lanes on this roadway or any other roadways in Mecklenburg or Cabarrus County.
3. The Development Standards Section 10 also needs to be revised to include future NCDOT roadway requirements as a result of the TIS.
4. 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.
5. Additional comments will follow our review of the TIS.

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. Because of the lack of transit service and street connectivity in the area, the number of residential units should be reduced.
2. 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.
3. New streets need to be designed as Medium Local Residential Streets per 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.
4. 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.

5. The petitioner should eliminate the two cul-de-sacs currently proposed, given that practical alternatives appear to be reasonable.

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

Adequate sight triangles must be reserved at the 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 entrances. Such items should be identified on the site plan.

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 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.

If we can be of further assistance, please advise.

SLP

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