



Charlotte Department of Transportation

Memorandum

Date: December 19, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-035: Located on both sides of Statesville Avenue
between Woodward Avenue and Dearborn
Avenue

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 as increased mixed-use development in a Corridor.
- 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 2,200 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 4,200 trips per day. This will have a significant impact on the surrounding thoroughfare system.

This petition is part of a larger site currently in the scoping phase of a Traffic Impact Study (TIS) to evaluate the effect that the entire site traffic will have on the thoroughfare system in the vicinity. The petitioner needs to coordinate with the preparer of the TIS and with Susan Habina (704-432-563) of the Charlotte Department of Transportation (CDOT). Since access is proposed to a 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 petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.

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

1. The site plan shows a proposed realignment of Fordson/Woodward Avenues to directly connect as the 4th leg of the existing Statesville/Woodward intersection. This proposed realignment and necessary improvements will be further reviewed by CDOT and the NCDOT during the review of the TIS.
2. The proposed realignment of Woodward Avenue is shown on an adjacent parcel (075-105-28). This property needs to be acquired before the realignment can be approved.

3. Development Area 1 on the plan shows a future connection to a future or existing street. This connection is too close to the intersection of proposed Woodward Avenue and this street and needs to be removed from the plan.
4. Many of the Development Areas do not indicate proposed access locations. All proposed access locations to existing and proposed public streets need to be shown on the site plan. Access will not be approved on Statesville Road to serve Development Areas 2, 3, and 5 and the un-numbered Development Area adjacent to Development Area 5. Access to these development areas must be provided by streets internal to the development.
5. The proposed realignment of Woodward Avenue directly affects the access to an adjacent elementary school. The petitioner needs to demonstrate that the realignment will not adversely affect stacking for student pick up at the school. The petitioner needs to have discussions with the school/CMS and accommodate the needs of the school with their roadway design.
6. Additional comments and any required transportation improvements 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. New streets need to be designed as Medium Local Residential Streets in accordance with the Urban Street Design Guidelines (USDG).

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

Statesville Avenue is a major thoroughfare requiring a minimum of 100 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 50 feet from the centerline of the 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.

Driveway connection(s) to internal public streets 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. 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:

- All Charlotte Land Development Standards, latest revision, will apply.
- 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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