



Charlotte Department of Transportation

Memorandum

Date: May 1, 2008

To: Tammie Keplinger & Tom Drake
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-044: Located on the southwest corner of Davis
Lake Parkway and Harris Woods Boulevard
(revised 4/23/08)

We previously commented on this petition in our February 4 and March 4, 2008 memoranda 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 in 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 2,000 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 600 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. 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 is necessary to serve the traffic using the proposed public street connection to Davis Lake Parkway. The engineering design and construction of the left-turn lanes 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 Davis Lake Parkway. 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. This roadway improvement is required to meet the traffic demands of the proposed development. The left-turn lane needs to be designed to NCDOT standards. Due to the location of street trees in the median, the left-turn lane must be 10 feet in width, have a minimum 100 feet of storage, and have a 10:1 bay taper. *(Previous review comment)*

2. The new curb line along David Cox Road needs to provide room for 5-foot bike lanes as a key east-west alternative to high-speed WT Harris Boulevard. *(Previous review comment)*
3. It appears that as the buildings are located on the plan, driveways may not be able to meet minimum requirements. This will be reviewed during the multi-family plan review process. *(Previous review comment)*
4. Sidewalks need to be included on both sides of the streets. Reducing the required sidewalk to one side of Public Street B will not be supported as “Innovative” in the proposed MX-2 (Innovative) district.

If we can be of further assistance, please advise.

SLP

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Rezoning File