



Charlotte Department of Transportation

Memorandum

Date: March 4, 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 2/15/08)

We previously commented on this petition in our February 4, 2008 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 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 lanes is constructed Davis Lake Parkway. We recommend the rezoning plan reflect the design of these required left-turn lanes prior to submittal/approval of the public street/private driveway connections. This roadway improvement is required to meet the traffic demands of the proposed development. The left-turn lanes need to be designed to NCDOT standards with a minimum 150 feet of storage. *(Previous review comment)*

2. New streets need to be designed as wide local residential streets in accordance with the adopted Urban Street Design Guidelines (USDG). Adequate parking needs to be identified on the plan through parking calculations. *(Previous review comment)*
3. 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)*
4. The petitioner needs to provide 6-foot sidewalks and 8-foot planting strips along all public streets, including Harris Woods Boulevard, Davis Lake Parkway, and David Cox Road. In the case of David Cox Road, these items will be measured from the new curb line. *(Previous review comment)*
5. It appears that as the buildings are located on the plan, driveways may not be able to meet minimum requirements. The plan needs to show driveways on the plan to ensure the standards can be met. *(Previous review comment)*
6. 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.
7. The dumpster locations shown on the site plan within the right-of-way and at the end of the public streets will not be approved. They need to be located/accessed via a driveway that is perpendicular to the building frontage curblines and not at the end of the stub street.

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. A reduction in planting strip width will not be supported as “Innovative” in the proposed MX-2 (Innovative) district. For best practices and urban street design, the “Wide Local Residential Street” segment should be used which indicates an 8-foot planting strip and a 6-foot sidewalk. *(Previous review comment)*

2. The 40-foot and 43-foot proposed rights-of-way indicate “Local Limited” residential street. This street type cannot be used to handle the traffic for more than 50 units according to the requirements of the subdivision ordinance. Reduced street widths and public right-of-way will not be supported as “Innovative” in the proposed MX-2 (Innovative) district. *(Previous review comment)*
3. Requests for alternate design standards are reviewed during the subdivision process and are not reviewed or approved through the zoning process. The proposed cross sections shown on the site plan need to be removed from the plan. *(Previous review comment)*
4. A note needs to be added to plan stating that it is conceptual in nature and that where conditions on the approved conceptual site plan differ from ordinances, standards, and policies in place at the time of engineering plan review in subsequent permitting processes, the site plan will be revised to meet or exceed current standards. *(Previous review comment)*

If we can be of further assistance, please advise.

SLP

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Rezoning File