



Charlotte Department of Transportation

Memorandum

Date: May 2, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-068: Located on the northeast corner of Eastfield Road and Highland Creek Parkway
(Revised 4/18/08)

We previously commented on this petition in our March 28, 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 appears to support the Centers, Corridors and Wedges land use strategy.
- 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 5,400 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 7,800 trips per day. This will have a significant impact on the surrounding thoroughfare system.

CDOT can support this petition without a traffic study if the developer/petitioner commits to constructing the road/infrastructure improvements listed in our March 28 memo plus those listed in Comment 1 below. However, since access is proposed to an NCDOT-maintained roadway, they may 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.

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

1. The proposed driveway to Eastfield Road needs to be deleted. Although the existing zoning

conditional site plan may not prohibit a driveway in this location, as stated in our March 28th memorandum, the NCDOT will not permit a driveway/access in this location.

2. Development Standards/Note 8b needs to be revised by deleting the second sentence. The design of the required southbound Eastfield Road left-turn lane must meet applicable standards/requirements as determined by CDOT and NCDOT. Both CDOT and NCDOT will make every effort to address design issues with the developer, however, approval of the design is not subject to mutual agreement with the developer.
3. Widening of Eastfield Road needs to occur asymmetrically toward Charlotte and avoid entering into Huntersville's jurisdiction.
4. *Minimum* 8-foot planting strips and 6-foot sidewalks must be constructed along all public streets, even if there is existing sidewalk. (*Previous review comment*) This is required by the NS district and not a request. The existing 12' planting strip and 5' sidewalk along Highland Creek Parkway would need to be upgraded only to provide a 6' sidewalk, the 12' planting strip can remain.
5. Although staff and the petitioner have met to discuss the new public street identified in our March 28th review comments, the location of the proposed public street is not acceptable. As shown, the street is not designed appropriately for a future connection to the adjacent property and more importantly, it is not in a location for reasonable public use. Further, the location encourages vehicles to travel through the development's parking lots/aisles to reach the main entrance's full access opposite Falconcrest Drive at Highland Creek Parkway. The new public street needs to be located opposite Falconcrest Drive and stub to parcel #029-641-13 as indicated in our previous comments.
6. The new public street needs to be constructed as an Office/Commercial-Wide street with a 41' width (back of curbs), 8' planting strips, and 6' sidewalks in accordance with the adopted Urban Street Design Guidelines. This street width accommodates parallel on-street parking.
7. Parking on the new public street cannot begin within 100 feet of Highland Creek Parkway or within 20 feet of the end of the corner radius of any intersecting street or driveway.

If we can be of further assistance, please advise.

SLP

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