



Charlotte Department of Transportation

Memorandum

Date: March 28, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-073: Located on both sides of Statesville Avenue
between Newland Road and Woodward
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.
- 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

The entire 3-phase site could generate approximately 6,000 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 15,000 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.

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

1. The petitioner needs to dedicate the necessary right-of-way along Interstate 77 to

accommodate its planned (adopted Long-Range Transportation Plan) widening for a High Occupancy Vehicle (HOV) lane from West 5th Street to Interstate 85 along northbound I-77.

2. In accordance with the adopted Urban Street Design Guidelines (USDG), wider travel lanes or the addition of bicycle lanes are required on median divided two-lane streets. According to the USDG street typology, Double Oaks Road is an Avenue and would be required to have bicycle lanes.
3. Roundabouts are typically used in lieu of standard intersections under some circumstances to more efficiently assign right-of-way for vehicles, maintain reasonable vehicle speeds, and better accommodate pedestrian movements. The roundabout in its current location does not seem to be necessary. Design of the roundabout will be reviewed in subsequent permitting phases. It should be noted that parking, whether or not it is recessed, will not be permitted within the roundabout. Additionally, on-street parking on the streets intersecting the roundabout will not be permitted at locations that will result in conflicts between vehicles entering/exiting the roundabout and those maneuvering to/from parking spaces.
4. It appears from the rezoning plan that only half of some streets are included in this petition. The map needs to be revised to include entire street widths, specifically, Street "F" and Street "J".
5. The site connects to an existing right-of-way at Dearborn Avenue. Dearborn Avenue needs to be extended through the site to meet the block spacing requirements of the USDG.
6. As proposed, several streets have substandard widths. All proposed streets need to be of sufficient width to facilitate multiple modes/types of vehicles and meet the USDG. For example, Street K/Street Section 4 shows a travel lane that is too narrow next to a median and on-street parking. Fire code requirements may also not be met with this design. Additionally, the park/median of Street K needs to transition to the typical street section for Street C in advance of Double Oaks Drive for lanes/movements to properly align. This transition is also needed prior to its intersection with Street F. Although these items will be reviewed during subsequent review processes, since reconfiguration is necessary, this needs to be revised on the site plan.
7. Street K is a proposed park/median divided street. However, the right-of-way shown for its one-way street cross section is only 45 feet. The right-of-way for Street K needs to include both one-way street cross sections and the park/median.
8. The northern end of the proposed median on Street D needs to appropriately transition to the non-median divided street cross section of existing Double Oaks Drive. The median transition is conceptually shown correctly at the southern end of the cross section as it connects with the existing section of Double Oaks Drive.
9. Street D and Street G need to intersect at 90° in order to provide a more urban designed intersection. The proposed skew of the intersection needs to be eliminated in order to keep

pedestrian crossing widths as short/compact as possible and corner radii consistent/adequate for typical design vehicles, particularly at median divided streets (Street D).

10. The site plan shows a private driveway access at the end of Street F. Public streets are not permitted to end as driveways into private developments. Driveways must be located at 90° to a public street. If the street is intended to be extended and connect in the future with Double Oaks Drive opposite Samuel Street, then the private access “arrow” needs to be deleted/modified to indicate a future street extension rather than a private driveway.
11. As indicated in the rezoning of the previous phase of the Double Oaks Development, the NCDOT will require a median on Statesville Road along the site’s frontage. The same cross section needs to be shown on this site plan.
12. Please provide a scale for sheets SP 101 and SP 102.
13. 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. While 10-foot travel lanes and 7-foot parking lanes are consistent with the Urban Street Design Guidelines (USDG), only the parking lane can be measured to the face of curb and overlap the gutter. The cross-sections show dimensions for curbs (6 inches), but not the required gutters. Where the travel lanes are adjacent to the curb, the cross section needs to show and include an additional 2 feet to accommodate the gutter. This particular issue appears to a problem in all cross-sections except Statesville Avenue and Double Oaks Road.
2. Similar to studies on the benefits of narrower travel lanes, recent studies point to reverse-angle parking as being safer, including among other factors the visibility of bicyclists in adjacent mixed travel lanes. We request that the proposed angled parking be changed to reverse-angle parking.

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-foot x 35-foot and two 10-foot x 70-foot 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. The proposed driveway/street connection(s) to Statesville Ave and Double Oaks Road 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 City of 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-Modified driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Directional wheelchair ramps (two per corner) should be provided at all intersections of public and private streets.

If we can be of further assistance, please advise.

SLP

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Rezoning File