



Charlotte Department of Transportation

Memorandum

Date: June 13, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-086: Located on both sides of Victoria Avenue north of West 4th Street Extension and east of Johnson and Wales Way (revised 4/28/08)

We previously commented on this petition in our May 1, 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 Center 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 provided below that address revisions for CDOT to support the petition and to bring the petition into compliance with the TAP and best practices for multimodal transportation.

Vehicle Trip Generation

With the array of uses allowed in TOD-MO zoning categories, a wide range of trip generation is possible for either the existing or proposed zoning scenarios. Given the size of the site, its proximity to the good street network and near the LYNX Blue station in the area, CDOT feels that there should only be minimum impacts to the transportation system resulting from this rezoning.

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

1. CDOT is currently working with an engineering consultant to develop concepts for the planned redesign of Johnson and Wales Way between Trade Street and 4th Street, including a possible "road diet" for 4th Street, west of the site. This project will create a more urban designed street/intersection by eliminating the higher speed right-turning movements at Trade and 4th Streets and by realigning Johnson and Wales Way to intersect 4th Street at 90° to minimize pedestrian crossing distances. A public meeting

for comments on this project is scheduled for Tuesday, June 17th at 7:00 pm. The petitioner may contact Mr. Joseph Frey at 704.336.2291 for additional information concerning this transportation improvement project and the location of the public meeting.

2. The planned transportation improvements on Johnson and Wales Way will most likely include a four-lane divided street, with a raised median between Trade and 4th Streets. CDOT is also studying the feasibility of a mid-block pedestrian crossing on Johnson and Wales Way in which the median will provide an area for pedestrian refuge. As proposed, the outside lanes will have time-restricted parking so that on-street parking can be accommodated during off-peak traffic conditions.
3. Due to the planned raised median, a full-movement access will not be approved on Johnson and Wales Way. We can support a driveway limited to right-in/right-out movements provided that the driveway is moved to a location towards the northern portion of the site and in advance of the proposed mid-block crosswalk location as determined by CDOT. As proposed, the driveway is located to close to the 4th Street intersection and needs to be in advance of the proposed crosswalk.
4. A mid-block crosswalk on Johnson and Wales Way is shown on the site plan. This crosswalk needs to be removed from the site plan or labeled as “proposed” and noted in the Development Standards to be conditioned on meeting the requirements of CDOT’s Mid-block Crossing Policy. Should the mid-block crossing meet the policy criteria, CDOT will determine the appropriate location for its installation at that time.
5. The building setback in the MUDD zoning district is to be measured from the back of either the existing or proposed curbline. The 16-foot setback will be measured from the back of the proposed curbline resulting from the final design of Johnson and Wales Way as described in 1 above.
6. CDOT can support a full access driveway on 4th Street and South Irwin Avenue. The driveway on 4th Street needs to align with Victoria Avenue. If the driveway cannot be aligned with Victoria Avenue, then it needs to be located at the site’s western property line. The proposed parking deck needs to be served by the driveways from both 4th Street and Johnson and Wales Way.
7. The typical section on 4th Street fronting the site is yet to be determined, however it will likely transition from the existing four travel lanes at the intersection with Johnson and Wales Way to three travel lanes west of the site. The setback from the existing curb line needs to be 16 feet.

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If we can be of further assistance, please advise.

SLP

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Rezoning File