



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 08-091: Located on the east side of Statesville Road between West W.T. Harris Boulevard and Metromont Parkway.

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

This site could generate approximately 3,000 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 10,000 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 preparer of the TIS must contact Susan Habina (704-432-1563) of the Charlotte Department of Transportation (CDOT) prior to beginning the TIS to determine the study requirements. CDOT contacted the petitioner's agent on March 31, 2008 to confirm this requirement.

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

1. The site's proposed access is located in a median divided section of Statesville Road and will be limited to right-in/right-out movements only. All additional access to the site is to be

internal; no additional access onto Statesville Road from Tract A or Tract C will be permitted. This needs to be noted on the site plan.

2. Curb and gutter is required along the site's frontage on Statesville Road. CDOT will determine the location of the new curb and gutter based on the future cross section for the roadway during either the subdivision or commercial building/driveway permit process. Pavement transitions between new curb/gutter and existing edge of pavement sections are required to be designed/constructed at a 2:1 rate.
3. The developer needs to provide 8-foot planting strips and 6-foot sidewalks along Statesville Road, as measured from the future curb line. Statesville Avenue is a major thoroughfare requiring a minimum 100 feet of right of way. This section of Statesville Avenue has an existing right-of-way of 150 feet to accommodate the future median divided cross section. The existing roadway was originally constructed in the location of the future northbound lanes and for this reason is not in the middle of the right-of-way. Until the future median divided cross section is constructed, an easement may be required to accommodate the required planting strip and/or sidewalk.
4. The proposed private street needs to be constructed as a public street and stubbed at the eastern property line so that it may be extended in the future. This street needs to be designed as a Local Industrial Street with a back-of-curb width of 35 feet, 8-foot planting strips, and 5-foot sidewalks (61' right-of-way) in accordance with the adopted Urban Street Design Guidelines.
5. The note on the plans that states, "Creek disturbance limited to less than 150 lf..." needs to be removed from the plan. Subsequent review phases will determine if the improvements will fall under the nationwide permit or if the developer needs to seek an additional NCDENR permit. This note restricts the design of the proposed street.
6. The second bullet in the Development Standards under "Transportation" needs to be revised to also include the Charlotte Department of Transportation.
7. 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. Cross-access to the northern and southern properties needs to be accommodated on the site plan so that vehicles traveling between parcels do not have to use the thoroughfare. This can be done with platted access easements through the tracts.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

Adequate sight triangles must be reserved at the proposed street entrance(s). Two 35' x 35' and two 10' x 70' 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 street connection to Statesville Avenue will require a driveway permit to be submitted to the North Carolina Department of Transportation for review and approval. The exact location and type/width of the connection will be determined by CDOT during the subdivision review process.

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:

- Meet applicable Charlotte Land Development Standards (latest revision).
- 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.

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If we can be of further assistance, please advise.

SLP

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Rezoning File