



Charlotte Department of Transportation

Memorandum

Date: July 29, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-125: Located on the southwest quadrant of Mount Holly Road and the I-485 Interchange

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, because the site plan is too auto-oriented in design, failing to successfully integrate land use and transportation. However, the proposed petition is substantially similar to what is already allowed under the current CD plan.
- 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 20,900 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 19,000 trips per day. This will have a lesser impact on the surrounding thoroughfare system.

A Traffic Impact Study was prepared for the proposed development as part of rezoning petition 2005-150. Provided that the phasing and mitigation improvements required in the existing approved conditional site plan are included as part of this site plan amendment, we are satisfied that the transportation impacts of the proposed developed have been addressed.

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. Development phasing/improvement thresholds for transportation improvements need to match what has already been approved under the current CD plan (rezoning 2005-150). CDOT does not support increasing the thresholds without evidence justifying the changes.
2. The proposed roundabout on driveway #2 cannot be used with dual left-turn lanes entering the site from Rhyne Road. The roundabout needs to be deleted.
3. Show the 8-foot planting strips and 8-foot sidewalks on all streets as required by conditional notes 1-4 under the section "Sidewalks and Internal Streets". All streets interior to the site can be private but must have the sidewalk and planting strip on both sides. This includes the road linking the roundabout (see comment 2) to the car dealerships. 16-foot hardscapes with trees in tree pits may be an acceptable alternative in certain circumstances.
4. All streets listed in comment 3 need to be constructed as part of the initial site development to provide a good internal street network. The portion of the street through the townhome section cannot be deferred until development of the townhomes occur.

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. Provided that NCDOT concurs, the southernmost driveway to Rhyne Road can be designed to allow left-in movements instead of being restricted to right-in/right-out movements only.
2. To better accommodate pedestrians, the townhomes need to be alley-loaded instead of front-loaded.

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

Rhyne Road is an Avenue requiring a minimum of 90 feet of right-of-way (and more in the area of the proposed signalized intersection). I-485 is a freeway requiring a minimum of 350 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet these requirements, measuring 45 feet and 175 feet from the centerlines of the respective roadways.

Adequate sight triangles must be reserved at the proposed street entrances. Two 35' x 35' and two 10' x 70' sight triangles are required for the entrances 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 connections to Rhyne Road will require driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways shown on the site plan are subject to change in order to align with driveway(s)/street(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

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 maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by NCDOT prior to the construction/installation of the non-standard item(s). Contact NCDOT 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 Land Development Standards (latest revision).
- Dimension width of the existing and proposed driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.
- 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

c: R. H. Grochoske (via email)
M. M. Magnasco – Review Engineer (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E. D. McDonald (via email)
Mt. Holly Developers, LLC;
Lockard Reed Development Group/Larry Reed (via email)
Woolpert, Inc/Larry Fraser (via email)
NCDOT/Louis Mitchell (via email)
NCDOT/Scott Cole (via email)
Rezoning File