

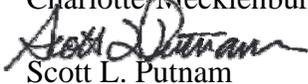


Charlotte Department of Transportation

Memorandum

Date: September 10, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-128: Located on the west side of Statesville Road between Twin Lakes Parkway and Future I-485 (*revised 8/15/08*)

We previously commented on this petition in our July 29, 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 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 800 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 700 trips per day. This will have a lesser and minor impact on the surrounding thoroughfare system.

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

1. The developer needs to construct a 10-foot width multi-use path running a minimum of 25-feet outside the right-of-way of and parallel to the new alignment of Statesville Road.
(*Previous review comment*)
2. It is our understanding that the petitioner has requested the NCDOT to abandon this section of Statesville Road. Whether or not the right-of-way is abandoned, its connection to new Statesville Road cannot be in its current skewed alignment. The connection must be

designed to connect at 90° and will likely impact the proposed detention basin shown on the site plan. The redesigned access to new Statesville Road needs to be shown on the site plan.

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.
- New/reconstructed driveways must be drop curb Type II-Modified 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)
S. L. Habina – Review Engineer (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E. D. McDonald (via email)
Sherpa Land Company/ Stuart Mullen (via email)
NCDOT/Louis Mitchell (via email)
NCDOT/Scott Cole (via email)
Rezoning File