



Charlotte Department of Transportation

Memorandum

Date: May 27, 2009

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

From: Michael A. Davis, PE *Mike H. Gresham for*
Development Services Division

Subject: Rezoning Petition 09-050: Located on Sardis Road across from Wilby Drive

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 implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Wedge. Such areas should include an interconnected network of thoroughfares and local streets. Specific comments are provided below to link proposed changes in land use with improved transportation network.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are provided below to bring the petition into compliance with best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 66 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 251 trips per day. This will have a minor impact on the surrounding thoroughfare system.

CDOT requests the following changes to the rezoning plan:

1. Sardis Road currently has existing sidewalk located at the back of curb. CDOT request that the sidewalk be reconstructed to allow for an 8-foot planting strip with a 6-foot sidewalk located behind the planting strip.
2. The current site plan calls out a proposed Type II modified driveway entrance; however the site plan is currently drawn as a standard Type II entrance. The site plan should be revised to depict a Type II modified driveway per Charlotte Land Development Standard 10.25E.

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. Adequate sight triangles must be reserved at the proposed driveway connection. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the proposed entrance. Such items should be identified on the site plan.
2. The proposed driveway connection Sardis Road will require a driveway permit to be submitted to CDOT for review and approval. The exact driveway location and width of the driveway will be determined by CDOT during the driveway permit process. The locations of the driveway shown on the site plan are subject to change in order to align with driveway on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
3. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
4. 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.
5. The three existing curb cuts along Sardis Road which will no longer will be utilized need to be closed and curb and gutter installed to be installed to match existing.

If we can be of further assistance, please advise.

- c: R. H. Grochoske (via email)
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Rezoning File