



Charlotte Department of Transportation

Memorandum

Date: November 30, 2005

To: Keith MacVean
Planning Commission

From: Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 06-005: Located east of Sandy Porter Road and south of West Arrowood Road

This site could generate approximately 9,100 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 15,300 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 Mark Cook (704-432-1555) of the Charlotte Department of Transportation (CDOT) prior to beginning the TIS to determine the study requirements. Since access is proposed to an NCDOT-maintained roadway, they may also 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. Driveways that provide access to the site should have a letter or number unique identifier, so that they can be easily referenced in the "Development Standards".
2. The existing edges of pavement, pavement markings, median, sidewalk, and curb/gutter on West Arrowood Road, Sandy Porter Road, and Whitehall Park Drive should be shown on the site plan.
3. The driveway labeled as a "PROPOSED FULL ACCESS POINT" on Sandy Porter Road will be restricted to right-in/right-out movements only because of its proximity to Arrowood Road. A median that physically restricts left-turns into and out of the driveway and that extends from Arrowood Road along the site's frontage needs to be shown on the site plan. A full movement driveway could be considered if the proposed driveway is relocated to the southern end of the property and a left-turn lane is constructed on Sandy Porter Road to serve

traffic using the driveway. The left-turn lane design must not conflict with existing/future storage requirements for the northbound Sandy Porter Road left-turn lane at Arrowood Road.

4. This development will require that the intersection of Arrowood/Whitehall Park be converted to a directional crossover (“left-over”) as a condition of the driveway/access permit. This is necessary with the intensification of traffic generated by the development and consistent with the I-485 Interchange Analysis that was adopted by the Mecklenburg-Union MPO (July 1999). The design of the directional crossover must accommodate the northbound left-turn lane/movement serving a development (conditional site plan) with access opposite Whitehall Park Drive.
5. Internal channelization is required at each driveway and must be a *minimum* of 150 feet, measured from the proposed rights-of-way of Arrowood Road and Sandy Porter Road.
6. Additional comments may 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. The sidewalk and planting strip along West Arrowood Road and Sandy Porter Road should be 6 feet and 8 feet wide, respectively. Roadway improvements on West Arrowood Road and Sandy Porter Road should also include a wide outside lane to accommodate future bicycle lanes.
2. The site plan should be revised to reflect the installation of a complete internal sidewalk network that provides pedestrian circulation as well as pedestrian access from primary entrances to and from Whitehall Park Drive, Sandy Porter Road and West Arrowood Road.
3. Bicycle parking should be provided to meet the amended parking section of the Zoning Code. It is requested that conformance with all current parking standards be indicated on the site plan.
4. Internal sidewalks at the front of parking spaces should be 7 feet wide to accommodate vehicle bumper overhang or be at least 5 feet wide with 2-foot planting strip to provide unobstructed pedestrian access.

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

West Arrowood Road is a major thoroughfare and Sandy Porter Road is a minor thoroughfare normally requiring minimum rights-of-way of 100 and 70 feet, measuring 50 feet and 35 feet

from the centerline of the roadway, respectively. However, at thoroughfare intersections, additional right-of-way is necessary to accommodate required roadway cross section. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement.

Arrowood Road - 55 feet from the centerline of Arrowood Road for a distance of 500 feet from Sandy Porter Road, then tapering back at a rate of 45:1 to the existing right-of-way width or 50 feet, which ever is greater.

Sandy Porter Road- 55 feet from the centerline of Sandy Porter Road for a distance of 300 feet from Arrowood Road, then tapering back at a rate of 20:1 to the existing right-of-way width or 35 feet, which ever is greater.

Adequate sight triangles must be reserved at the existing/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 driveway connection(s) to West Arrowood Road and Sandy Porter Road will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(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 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 include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.

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- Include a parking summary with figures for the numbers of parking spaces required and provided.

If we can be of further assistance, please advise.

SLP

c: W.B. Finger
M.A. Cook
J.D. Kimbler
A. Christenbury
E.D. McDonald
Paul L. Herndon
Barry James
Rezoning File (2)