


Charlotte Department of Transportation

Memorandum

Date: May 30, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam 
Development Services Division

Subject: Rezoning Petition 07-092: Located on the west side of West Sugar Creek Road between West W.T. Harris Boulevard and David Cox Road

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.
- 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 350 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 880 trips per day. This will have a 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. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte. CDOT has determined that a left-turn lane is necessary to serve the traffic using the proposed driveway connections for this site. The engineering design and construction of the left-turn lane is the responsibility of the owner, and shall be performed by a professional engineer registered in the State of North Carolina who has roadway-design experience. CDOT will only approve the proposed private driveway connections provided that a left-turn lane is constructed on David Cox Road. We recommend the rezoning plan reflect the design of this required left-

turn lane prior to submittal/approval of the driveway connections. This roadway improvement is required to meet the traffic demands of the proposed development. The left-turn lane should be designed with a minimum 150 feet of storage.

2. A vehicular connection needs to be made from the site to David Cox Road. This connection is required by the Subdivision Ordinance.
3. Sugar Creek Road is a major thoroughfare requiring a minimum of 100 feet of right-of-way, transitioning to 130 feet as it approaches WT Harris Boulevard. The developer/petitioner should convey right-of-way in fee simple title to meet these requirements as follows:
 - For the first 500 feet north of Harris Boulevard: 70 feet from centerline
 - For the next 400 feet: 20:1 taper from 70 feet to 50 feet from centerline
 - For everything north of 900 feet: 50 feet from centerline
4. A 10-foot bicycle/pedestrian connection needs to be made to the adjacent David Cox Road Elementary School. The connection should be made in the area of the proposed 2-way alley in the middle of the site.
5. At least 150 feet of internal channelization needs to be provided on the connection to Sugar Creek Road, measured from the right-of-way line.
6. Consistency with the TAP and best practices:
 - a. 6-foot sidewalks and 8-foot planting strips need to be provided on West Sugar Creek Road.
 - b. Bicycle lanes should be provided on West Sugar Creek Road.
 - c. An internal system of sidewalks that provides additional connections from the units to the internal sidewalks and to the West Sugar Creek Road sidewalk is needed.

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 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 Sugar Creek Road and David Cox 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(s)/width(s) 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) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

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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.

If we can be of further assistance, please advise.

SLP

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