


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 07-095: Located on the north side of Old Sardis Road
and the east side of Providence 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 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.

Trip Generation

This site could generate approximately 4,100 trips per day as currently zoned. Under the proposed zoning, the site could generate approximately 5,700 trips per day. This will have a greater impact on the surrounding thoroughfare system. However, because the site is connected to both Providence and Sardis Roads and is also internally connected to the residential development, we believe that the additional impact will be minor.

Providence Road is maintained by the NCDOT and they may require a traffic study as part of the building/driveway permit 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. A 5-foot sidewalk and 8-foot planting strip needs to be installed on Old Sardis Road. (TAP)
2. The on-street parking on Old Sardis Road needs to be removed and added to the internal parking for the CATS Park-N-Ride lot. Coordination must occur with CATS to

relocate this parking on the site.

3. On-site parking is not allowed in the setback as shown along Old Sardis Road.
4. The petitioner should research the possibility to abandon Old Sardis Road to keep the current parking configuration by making this street private.

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. It is requested that the site plan provide an internal system of sidewalks that connects the building entrance(s) to the sidewalk(s) along the street, through the parking lots and to the adjacent residential parcels. (TAP)
2. A pedestrian and bike connection to the adjacent residential parcels (not currently connected by sidewalks) should be shown on the site plan. (TAP)
3. Parallel parking on the site must comply with appropriate design standards. These parking spaces need to have a minimum width of 22 feet and be located at least 20 feet from the end of the intersection or driveway radius.

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

Providence Road is a major thoroughfare in the state-maintained system requiring a minimum of 100 feet of right-of-way, measuring 50 feet from the centerline of the roadway. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement.

Sardis Road is a major thoroughfare requiring a minimum of 100 feet of right-of-way, measuring 50 feet from the centerline of the roadway. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement.

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 Providence Road, Sardis Road and Old Sardis Road will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation (Providence Road only) 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 needs to 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.
- Show correct laneage and street characteristics of adjacent public roadways.
- 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.
- It is requested that a revised site plan provide an internal system of sidewalks that connects the building entrance(s) to the sidewalk(s) along the street, through the parking lots and to the adjacent residential parcels.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske
S. Habina
J.D. Kimbler
A. Christenbury
E.D. McDonald
Harris Murr & Vermillion, LLC
Robert G. Young
Rezoning File (2)