


Charlotte Department of Transportation

Memorandum

Date: July 30, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-111: Located on the southwest corner of Brown-Grier Road and Sandy Porter Road (revised 7/25/08)

We previously commented on this petition in our May 28, 2008 and 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 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.

Vehicle Trip Generation

This site could generate approximately 280 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,750 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. The site plan indicates that the driveway on Brown-Grier Road is limited to right-in/right-out movements. In order to effectively prohibit left-turn movements and minimize the potential for U-turn movements at this proposed site driveway, the existing median on Brown Grier Road needs to be extended a minimum of 100 feet past the end of radius of the proposed driveway. (*Previous Review Comment*)

2. CDOT has determined that a left-turn lane on Sandy Porter Road is necessary to serve the traffic using the proposed private driveway connection at the southern property line 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. The left-turn lane needs to follow the NCDOT design guidelines with a minimum of 150 feet of storage and will be reviewed during subsequent permitting processes.
3. All streets, both public and private, need to be designed/constructed in accordance with the *Urban Street Design Guidelines* cross-section of a Local Residential Street – Medium (27' back-of-curb width with 8' planting strips and 5' sidewalks on both sides). The curb may be recessed an additional 5' in places to provide protected parking in limited locations. Please place this note on your revised site plan. (***Previous Review Comment***)
4. The developer needs to provide 6' sidewalks along Brown-Grier Road, given its designation by Mecklenburg County Park & Recreation as an overland pedestrian/bike connector.
5. In the event the curbs are relocated on either Brown-Grier or Sandy Porter Roads to accommodate this development (such as the addition of turn lanes), the new curb need to be located to provide a future 5' bicycle lane on both Brown-Grier and Sandy Porter Roads. (***Previous Review Comment***)

If we can be of further assistance, please advise.

SLP/JAC

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