


Charlotte Department of Transportation

Memorandum

Date: May 28, 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

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 proposed east-west street connection to Sandy Porter Road will be limited to right-in/right-out movements. The driveway movements on the opposite side of Sandy Porter are similarly restricted and a median will be constructed along this section of Sandy Porter Road to physically prohibit left-turning and through movements at this location (rezoning petition 2006-005).
2. A minimum of 100 feet of channelization needs to be provided for the access to Sandy Porter Road.
3. 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, 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.

4. In order to minimize the potential for conflicting turning movements and congestion at the first 2 internal intersections on the Sandy Porter driveway, the connecting driveways/streets need to directly align creating a single intersection. We recommend that the two connecting driveways/streets align at the location of the connection to the multi-family portion of the development.
5. For connectivity and preferred block spacing, two new public streets are requested, one east-west following the private street shown on the plan connecting to Sandy Porter Road and another north-south street following the western private street shown on the plan connecting from the east-west public street stubbing to tax parcel 20147301.
6. All streets, public or 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.
7. The developer needs to provide 10' sidewalks along Brown-Grier Road, given its designation by Mecklenburg County Park & Recreation as an overland pedestrian/bike connector.
8. 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.

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

Sandy Porter Road is a minor thoroughfare requiring a minimum of 70 feet of right-of-way. Brown Grier Road is a major thoroughfare requiring a minimum of 100 feet of right of way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 35 and 50 feet from the centerline of Sandy Porter Road and Brown-Grier Road, respectfully.

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 Sandy Porter Road and Brown Grier 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.

All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

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 be revised 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.
- 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

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Rezoning File