



# Charlotte Department of Transportation

## Memorandum

---

**Date:** March 10, 2008

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

**From:**   
Scott L. Putnam  
Development Services Division

**Subject:** Rezoning Petition 08-058: Located on the north side of the intersection of Moores Chapel Road and Sam Wilson 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 as limited development in a Wedge.
- 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 500 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 7,300 trips per day. This will have a significant impact on the surrounding thoroughfare system.

Therefore, we requested 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. CDOT contacted the petitioner on February 8, 2008, to confirm this requirement.

The preparer of the TIS met with Susan Habina (704-432-1563) of the Charlotte Department of Transportation (CDOT) prior to beginning the TIS to determine the study requirements. The scoping document was approved on February 21, 2008. It is expected that a traffic study of this size will take three weeks for CDOT to review and prepare comments once the document is received.

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. It is our understanding that there is an approved thoroughfare project in the LRTP/TIP for the extension of Sam Wilson Road/realignment of Belmeade Road that will impact this project. The developer/petitioner needs to contact Stuart Basham of MUMPO at 704-336-4695 to obtain the correct alignment and cross section for widening. The site plan needs to show the future curblin and right-of-way from the MUMPO alignment of Sam Wilson Road in order for us to continue our review of the petition.
2. For a site of this size, additional streets are needed according to the Urban Street Design Guidelines (USDG). The following items explain the need for an extended and improved street along the eastern edge of this site, as well as two street stubs at the western edge of this site.
  - a. Wildlife Road needs to be extended from Moores Chapel Road along the eastern edge of the site to the new extension of Sam Wilson Road and improved as a Local Commercial Street (25' back-of-curb wide if no parking) with 8' planting strips and 5' sidewalks. North of Tribune Drive, improved and extended Wildlife Road needs to be located such that its eastern curb is within this site.
  - b. Two public street stubs are required between the extension of Sam Wilson Road and the western edge of this site. One public street/stub (Parcel 6) needs to align directly opposite the extension of Wildlife Road at the extension of Sam Wilson Road. The other public street/stub needs to be designed so that it intersects the extension of Sam Wilson Road approximately 500 feet north of Moores Chapel Road opposite a relocated second entrance to the commercial center.
3. 8-foot planting strips and 6-foot minimum sidewalks are required along Moores Chapel Road and Sam Wilson Road extension. 8-foot planting strips and 5-foot minimum sidewalks are required on all other streets, including Wildlife Road extension.
4. 5-foot bike lanes are required on the extension of Sam Wilson Road (minor thoroughfare).
5. Additional comments and any required transportation improvements will follow our review of the TIS.

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

Moores Chapel Road is a minor thoroughfare requiring a minimum of 70 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 35 feet from the centerline of the roadway.

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 Moores Chapel Road and Wildlife Road extension 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:

- All appropriate City of Charlotte Land Development Standards (latest revision) will apply.
- Dimension width of the existing and proposed driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Directional wheelchair ramps (two per corner) should be provided at all intersections of public and private streets.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske (via email)	Crosland, LLC/Peter Pappas (via email)
S. L. Habina – Review Engineer (via email)	Brumm-Davis/S Brumm (via email)
B. D. Horton (via email)	Kennedy Covington/John Carmichael &
A. Christenbury (via email)	Laura Simmons (via email)
E. D. McDonald (via email)	Rezoning File