



Charlotte Department of Transportation

Memorandum

Date: May 1, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-090: Located on the southeast corner of West Arrowood 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 Center 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 4,420 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 8,400 trips per day. This will have a significant impact on the surrounding thoroughfare system.

Therefore, we request 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. The TIS needs to be an update of the previously approved TIS for this site to determine whether there are additional impacts that need to be mitigated. The preparer of the TIS must contact Rick Grochoske (704.432.1556) of the Charlotte Department of Transportation (CDOT) prior to beginning the TIS to determine the study requirements. 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. The subject site is located in a Center. The adopted Urban Street Design Guidelines (USDG) indicates a maximum block length of 650 feet and a preferred block length of 500 feet. The current block length of Sandy Porter Road between West Arrowood Road and Red Hickory Lane exceeds 2,000 feet and the subject site has roughly 800 feet of frontage along Sandy Porter Road. Given these existing conditions, an additional public street is warranted.
2. The new public street needs to be aligned with Arco Corporate Drive to minimize changes to the current site plan and align with the existing private street connecting with Whitehall Park Drive.
3. The requested street needs to be designed as a Local Office/Commercial Street – Wide with fewer driveway access points, protected on-street parking, and an enhanced pedestrian realm on both sides of the street. The Local Office/Commercial Street – Wide has a back-of-curb width of 41' (includes two parallel 7' parking lanes at edge of curb) with 8' planting strips and 6' sidewalks (USDG).
4. The developer needs to provide an 8' sidewalk with 8' planting strip along West Arrowood Road. The wider sidewalk will facilitate an overland connector requested by Mecklenburg County Park and Recreation.
5. Notes 3 and 4 in the development standards under the heading access points need to include West Arrowood Road as a right-in/right-out access and a minimum of 150 feet of internal channelization, respectively.

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

Arrowood 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 50 feet from the centerline of the roadway.

Sandy Porter 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 connection(s) to Sandy Porter Road and West Arrowood 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.

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.
- 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

c: R. H. Grochoske (via email)
J.A.Carroll – Review Engineering (via email)
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Rezoning File