



# Charlotte Department of Transportation

## Memorandum

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**Date:** March 27, 2009

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

**From:** Michael A. Davis *Mike H. Furbush for*  
Development Services Division

**Subject:** Rezoning Petition 09-025: Located on the east side of Lancaster Highway near the corner of Ardrey Kell Road and Lancaster Highway (*revised 3/20/09*)

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**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 upon the implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Wedge and appears to conditionally support the Centers, Corridors and Wedges land use strategy, so long as existing public street connectivity is retained.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are provided below that address revisions for CDOT to support the petition and to bring the petition into compliance with the TAP and best practices for multimodal transportation.

### Vehicle Trip Generation

This site could generate approximately 990 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,770 trips per day. This will have a minor impact on the surrounding thoroughfare system, so long as the existing public street connectivity remains between Bridgemont Avenue and Highway 521.

We have the following specific comments regarding the proposed rezoning petition:

1. City staff does not support any loss of public street connectivity between Bridgemont Avenue and Lancaster Highway (US 521). Some streets within the development could be converted to private and gated; however the petitioner must retain an indirect, public connection through the site that is consistent with and required by the previously approved conditional site plan (2006-013). This public street connection has been constructed and needs to remain in place. The revised site plan dated, March 20, 2009 needs to be revised to show this public street connection remains between Bridgemont Avenue to Elizabeth Madison Court and we suggested not to include this area in the current rezoning petition request.

2. One option that staff can support is to only convert the section of Alice McGinn Drive between Copper Mountain Boulevard and Elizabeth Madison Court to a private street. If internal private streets with gates are proposed, then no vehicular maneuvering/waiting can occur on the public streets serving the development. All private gate operations need to be internal (recessed) within the site so that vehicles are not maneuvering/waiting in public rights of way.
3. The sidewalk along Lancaster Highway (US 521) may not be gated. Plans must show perimeter fences to determine that the public sidewalk remains outside any new gate/fence installations. An easement needs to be provided to the City for any public sidewalks shown outside existing public rights-of-way.

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

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.

All proposed commercial driveway connections including potential gate areas to the public street system 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.

If we can be of further assistance, please advise.

MAD

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