



# Charlotte Department of Transportation

## Memorandum

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**Date:** April 24, 2012

**To:** Tammie Keplinger  
Charlotte-Mecklenburg Planning Department

**From:** Michael A. Davis, PE  
Development Services Division

**Subject:** Rezoning Petition 12-048: Approximately 16.20 acres located on the west side of Lancaster Highway between Springwell Street and Johnston Road  
*(revised 4/13/2012)*

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CDOT has previously commented on the subject petition in our March 13, 2012 memorandum.

### Vehicle Trip Generation

This site could generate approximately 630 trips per day as currently zoned rezoning case 2003-047. Under the proposed zoning the site could generate approximately 1,700 trips per day. This will have a minor impact on the surrounding thoroughfare system.

Since posting our March 13<sup>th</sup> comments, CDOT has requested the petitioner to conduct a Technical Transportation Memorandum (TTM) and Traffic Signal Warrant Analysis. The TTM will study two intersections along Lancaster Highway at Clems Branch Drive and Springwell Street. The intersection of Lancaster Highway and Clems Branch Drive/Landing Place Lane may need to be signalized in the future, therefore we have asked the petitioner to conduct a traffic study to estimate how much of the proposed multi-family development's generated traffic will contribute to the signal warrant analysis at this location.

In addition to the comments above, CDOT requests the following changes to the rezoning plan:

1. Lancaster Highway is classified as a major thoroughfare. Therefore the location of the proposed back-of-curb (boc) along the property frontage needs to be located 37 feet from the Lancaster Highway's existing centerline. Currently the site plan and conditional notes are in conflict with each other, please reconcile this difference.
2. The site plan should indicate Sidewalk/Utility Easements for any sidewalk outside of the public right-of-way along any proposed public street.
3. The marked crosswalk locations need to be removed from the proposed public internal intersections along Landing Place Lane. The transportation conditional note "b" can remain. The decision to install marked crosswalks will be determined once the development is occupied and their need justified.

4. A transportation conditional note needs to be added to the revised site plan that states the proposed Landing Place Lane southbound intersection approach needs to be properly aligned with the existing Clems Branch northbound approach at Lancaster Highway so that a future traffic signal's operations are not affected (i.e.: no split phasing will be allowed). The southbound Landing Place Lane pavement width needs to be wide enough to support three (3) travel lanes. The note should also specify if additional right-of-way and/or easements are required at the proposed intersection the acquisition of this property will be the petitioner's responsibility. The final intersection geometrics will be determined during the construction permitting process.

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte. CDOT has determined that a left-turn lane is necessary to serve the traffic using the proposed public street driveway connections 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. CDOT will only approve the proposed public street driveway connections provided that a northbound left-turn lane is constructed on Lancaster Highway. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the public street connections. The left-turn lane needs to be designed using NCDOT standards with a minimum 150 feet of storage. This roadway improvement is required to meet the traffic demands of the proposed development.
2. The public street (Landing Place Lane) connection to Lancaster Highway needs to provide enough width for three (3) travel lanes between Lancaster Highway and the site's first internal driveway connection to parking. The geometry of the proposed Landing Place Drive needs to align properly with the existing Clems Branch Drive serving Ballantyne Elementary School and will be finalized during the construction permitting process.
3. Adequate sight triangles must be reserved at the existing/proposed street entrances. Two 35' x 35' and two 10' x 70' sight triangles are required for the entrances to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances. Such items should be identified on the site plan.
4. The proposed driveway connections to Lancaster Highway will require a driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT and NCDOT during the driveway permit process. The locations of the driveways shown on the site plan are subject to change in order to align with driveways on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

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5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. 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.

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If we can be of further assistance, please advise.

c: R. H. Grochoske  
B. D. Horton  
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Rezoning File