



Charlotte Department of Transportation

Memorandum

Date: March 13, 2012

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE *Mike Davis*
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.

CDOT has completed a review of the subject petition in order to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users. Based on our review of the petition, we offer the following comments.

Vehicle Trip Generation

This site could generate approximately 1,700 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.

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

1. Lancaster Highway is classified as a major thoroughfare and a boulevard. Any proposed curb-and-gutter along the property frontage should be located 37 feet from the face of curb to the centerline of the road.
2. The proposed 6 foot sidewalk and 8 foot planting strip should be shown and labeled along Lancaster Highway. Also, the sidewalk along Lancaster Highway should connect with the existing sidewalk just north of the site. The existing sidewalk should be shown on the revised plans. Additionally, sidewalk connections should be made between the Lancaster Highway sidewalk and the multi-family drive aisle/parking areas. A pedestrian connection should also be made to the greenway. This pedestrian connection should be an 8 to 10-foot hard or soft surface path.
3. The site plan should show an easement for any sidewalk outside of the public right-of-way along the proposed public street.
4. We request the plan be revised to show and label the existing and future right-of-way from the center line for Lancaster Highway. Lancaster Highway is an existing major thoroughfare requiring a minimum of 100 feet of right-of-way. We request that the

petitioner convey in fee simple measured 50 feet from the centerline along the site's frontage to meet this requirement.

5. The raised, marked crosswalks need to be removed from the proposed public internal intersections. These will only be allowed subject to adopted Council policy based on recorded traffic speeds and volumes.

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 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 width connection to Lancaster Highway needs to provide enough width for one inbound lane and two outbound lanes.
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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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

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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.

FO

If we can be of further assistance, please advise.

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