


# Charlotte Department of Transportation

## Memorandum

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**Date:** April 20, 2012

**To:**

Tammie Keplinger   
Charlotte-Mecklenburg Planning Department

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

**Subject:** Rezoning Petition 12-057: Approximately 22.27 located on the north side of East W.T. Harris Blvd between Old Concord Road and Rose Heather Court

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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 2850 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 2450 trips per day. This will not have a significant impact on the surrounding thoroughfare system.

### CDOT requests the following changes to the rezoning plan:

1. We recommend a northerly connection from the existing private street stub to the main east-west spine road that connects to the adjacent properties. (See attachment)
2. In order to provide for long term connectivity between the site and the adjacent multi-family projects, the owner needs to provide a 53 foot wide cross access easement as depicted by the proposed private street connecting the both adjacent properties. The private street connection needs to extend to connect to both adjacent properties to provide adequate connections for their site.
3. The development's traffic patterns will primarily consist of eastbound left turns from Meadows Vista Rd to Old Concord Road as well as southbound right turns from Old Concord Rd to Meadow Vista Lane as its primary residents will be college students attending UNCC. In order to mitigate for the traffic patterns for this site, we would recommend the extension of the existing southbound right turn lane on Old Concord Road; however due to existing topography and culvert constraints, we recommend the extension of the northbound right turn lane on Old Concord Road to McClean Road. Currently, there is spillback from the northbound lane of Old Concord Road during the afternoon peak when a railroad gates closes due to train crossings at McClean Road.

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4. We recommend the westernmost access points on the private road be relocated to eastern tangent section to improve sight distance for drivers.
5. We recommend a northerly connection from existing private street stub to this site. (See attachment)

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. 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.
2. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
3. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
4. 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.

We anticipate that NCDOT will request the following, and recommend the Petitioner work directly with NCDOT regarding the anticipated request.

1. We understand NCDOT will request a Traffic Impact Study for this petition and we suggest the petitioner contact them directly.

If we can be of further assistance, please advise.

F. Obregon

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

