



# Charlotte Department of Transportation

## Memorandum

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**Date:** November 19, 2012

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

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

**Subject:** Rezoning Petition 13-002: Approximately 110 acres located on the east side of Interstate 485 at the intersection of Sandy Porter Road and Interstate 485.

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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 3,200 trips per day as currently zoned if developed as a 330 lot single family subdivision. Under the proposed zoning the site could generate approximately 3,000 trips per day if developed as 500,000 sf of industrial uses (80% warehouse and 20% office uses). These proposed densities were provided by the petitioner to CDOT via a November 9, 2012 email.

Due to the site's limited access to the surrounding thoroughfare system, we ask that the petitioner provided a Transportation Technical Memorandum (TTM) to identify the transportation impact and associated transportation mitigation improvements. In particular, we ask that the petitioner verify whether or not the one proposed public street connection to Sandy Porter Road can properly operate as a multi-way stop controlled intersection or if full intersection signalization is required. We will provide additional transportation related comments after we have reviewed the TTM.

### We have the following comments regarding apparent conflicts between the proposed rezoning and existing ordinances or policies:

1. The proposed public and private street network does not appear to meet the requirements of the Subdivision Ordinance. Specifically, the proposed street network block spacing appears to exceed the maximum block spacing per the Subdivision Ordinance. We anticipate that additional transportation comments will be provided after the Subdivision Ordinance required roadway network is depicted on the site plan.

CDOT requests the following changes to the rezoning plan:

1. Sandy Porter is classified as a minor thoroughfare according to the MUMPO thoroughfare plan and requires a total of 70' right-of-way. If such right-of-way does not exist, we request the petitioner dedicate 35' of right-of-way measured from the existing centerline to the subject parcel.

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 private street/driveway and 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. 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 connection provided that a left-turn lane is constructed on Sandy Porter Road. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the public street connection. 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. 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.
3. The proposed public street connection to Sandy Porter Road will require driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact public street location will be determined by CDOT during the Subdivision review process. The location of the street connection on the site plan is subject to change in order to align with public/private streets on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
4. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
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

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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.