



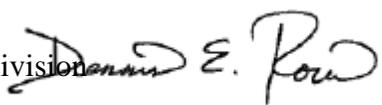
# Charlotte Department of Transportation

## Memorandum

---

**Date:** June 11, 2013

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

**From:** Dennis E. Rorie, PE  
Development Services Division 

**Subject:** Rezoning Petition 13-048: Approximately 21.0 acres located on the west side of Lancaster Highway at the intersection of Lancaster Highway 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. Under the proposed zoning, the site could generate approximately 3,200 trips per day. The petitioner has elected to submit a Traffic Impact Analysis (TIA) as a part of the rezoning petition. Our comments for the subject TIA are outlined below.

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

#### Johnston Road (US 521) & Lancaster Highway

- Eliminate the proposed eastbound through-right lane on Lancaster Highway, and leave it as a through lane only. We support the extension of the existing right-turn lane storage to 525' as recommended in the subject TIA.
- We request the petitioner commit to the installation of pedestrian signals, and high visibility crosswalks on the western approach of the subject intersection.
- We support the remaining recommended improvements from the TIA for the subject intersection.

#### Providence Rd West & Lancaster Highway

- In – lieu of extending the existing northbound left-turn lane on Lancaster Highway to Providence West, we request petitioner provide a dedicated left-turn and through-right combination on the western approach of the subject intersection. This would involve converting the existing through lane to a dedicated left-turn lane, and changing the dedicated right-turn lane to a through-right lane. Additionally, additional asphalt will be

Tammie Keplinger

June 11, 2013

Page 2 of 2

needed on the eastern approach of the subject intersection to allow for a proper through lane transition across the intersection.

Lancaster Hwy & Ardrey Kell

- The proposed dual left-turn lane only accounts for the bay taper for a single left-turn lane. We request the petitioner increase the bay taper to accommodate the dual left-turn lane.

If we can be of further assistance, please advise.

D. Rorie

cc: F. Obregon  
C. Leonard  
S. Correll  
B. Canipe  
Rezoning File