



# Charlotte Department of Transportation

## Memorandum

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**Date:** July 25, 2014

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

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

**Subject:** Rezoning Petition 14-077: Approximately 3.8 Acres Located on the West Side of Lancaster Highway, North of Winghurst Drive.

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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 125 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 500 trips per day.

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

1. We request the petitioner provide a minimum 6-foot sidewalk and 8-foot planting strip along the site's frontage on Lancaster Highway (US 521). The proposed streetscape needs to be designed/built at location measured from the back of the future curb line identified below. We request the petitioner amend "Streetscape, Buffers, Open Space, Yards and Landscaping" note "5e" by replacing the "five" foot sidewalk to "six" foot sidewalk.
2. The future back of curb should be placed 38' from the existing roadway centerline. We request the petitioner show the future curb line in location noted above on the next submittal of the site plan.
3. We request the petitioner provide vehicular turn-around areas at the end of the two dead-end parking lots adjacent to the proposed multi-family building. These can be additional striped-out parking stalls at the end of each parking lot to facilitate a vehicular turn-around maneuver should the parking lot be full.
4. We recommend the petitioner provide sidewalks that connect all proposed buildings to internal sidewalks. Additionally we request the proposed sidewalks connect the proposed multi-family building site to the sidewalks adjacent to the proposed private driveway.

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.

5. 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 private driveway connection 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 private driveway connection provided that a left-turn lane is constructed on Lancaster Highway (US 521). We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the private driveway 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.
6. Adequate sight triangles must be reserved at the existing/proposed street entrance. Two 10' x 70' sight triangles are required for the entrance to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance. Such items should be identified on the site plan.
7. The proposed driveway connection to Lancaster Highway will require a driveway permit to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location and type/width of the driveway will be determined by CDOT during the driveway permit process. The location of the driveway shown on the site plan is subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
8. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
9. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
10. 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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We anticipate that NCDOT will require the following, and recommend the Petitioner work directly with Mr. Brett Canipe (980-523-0000) with NCDOT regarding their anticipated requirement.

1. Since access is proposed to an NCDOT-maintained roadway, they may require a right-turn lane as part of their driveway permit approval process. NCDOT may have additional or different requirements for their approval than what is identified in this rezoning process. We recommend the developer/petitioner meet with NCDOT early in the rezoning process to identify any issues that they may have.

If we can be of further assistance, please advise.

K. Bryant

cc: S. Correll  
Rezoning File