



# Charlotte Department of Transportation

## Memorandum

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**Date:** June 2, 2015

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

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

**Subject:** Rezoning Petition 15-082: Approximately 64.3 acres located on the north side of Cindy Lane and south of Cochrane Drive between Interstate 77 and Statesville Road.

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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 1,300 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 5,600 trips per day.

CDOT and NCDOT has met with the petitioner regarding the need for a Traffic Impact Study (TIS) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity. The TIS scope has been approved by both agencies. To date, the TIS have not been submitted for CDOT's review. We will provide additional transportation comments following our review of the TIS.

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

1. CDOT understands the "external" street connections to our existing street network meet the Subdivision Ordinance. With that said, CDOT and City Planning would like to meet with the Petitioner to refine the proposed internal street network
2. Cindy Lane is designated as a minor thoroughfare on the CRTPO Thoroughfare Plan. We request the petitioner dedicate in fee simple 35 feet of right-of-way as measured from the existing street's centerline along the site's Cindy Lane frontage.
3. Cindy Lane's future cross-section will need to be determined by CDOT so that the future back of curb along the site's Cindy Lane frontage can be located. We anticipate the future curb line location will be finalized via work with the City's CIP project team for the area. At this time, we anticipate the cross-section will include a 150' eastbound left turn storage lane and appropriate taper length on Cindy Lane at Hutchison McDonald Rd.

along with a 5' bike lanes, an 8' planting strip and 6' sidewalk along the site's frontage on Cindy Lane.

4. CDOT understands City Planning is scheduling a meeting with the petitioner to resolve an outstanding access issue using Oakdale Drive to the site from Statesville Road

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/private driveway connection(s) 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/private driveway connection(s) provided that an eastbound left-turn lane is constructed on Cindy Lane at Hutchison McDonald Road. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the public street/private driveway connection(s). 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 entrances. 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.
3. The proposed driveway connections to Hutchison McDonald Road, Oakwood Drive, Statesville Road, and Cochrane Drive 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 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.
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.

R. Grochoske

cc: S. Correll  
Brett Canipe (NCDOT), via email  
Sean Epperson (NCDOT), via email  
Rezoning File