


# Charlotte Department of Transportation

## Memorandum

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**Date:** December 31, 2014

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

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

**Subject:** Rezoning Petition 15-023: Approximately 1.66 acres located on the northeast corner at the intersection of Harrisburg Road and Camp Stewart 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 100 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 2,000 trips per day.

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

1. Section 12.413 of City Zoning Code requires stacking, or queuing, at gas pumps at a rate of 4 spaces per service island. As per the Charlotte Land Development Standards Manual (50.09A), a minimum drive aisle of 23' in width shall be provided between the required vehicular queuing area and any parking stalls or curbing. It does not appear that this minimum dimension has been provided on the current site plan. Also, it does not appear a fuel delivery truck can maneuver throughout the site without encroaching upon the required vehicular queuing areas.

### In addition to the comments above, CDOT requests the following changes to the rezoning plan:

1. Harrisburg Road is classified as a major thoroughfare according to the CRTPO Thoroughfare plan. As such, CDOT requests that the petitioner dedicate 50' of right-of-way along the frontage, measured from the centerline of the existing roadway.
2. CDOT requests back of curb be set at a distance of 35' from the centerline of the existing roadway of Harrisburg Road to accommodate a 4-lane Avenue cross-section with center turning lane, and an 8'-wide planting strip and 6'-wide sidewalk.

3. Camp Stewart is classified as a minor thoroughfare according to the CRTPO Thoroughfare plan. As such, CDOT requests that the petitioner dedicate 37.5' of right-of-way along the frontage, measured from the centerline of the existing roadway.
4. CDOT requests the proposed curblin be set at a distance of 24' from the centerline of the existing roadway of Camp Stewart to accommodate a 2-lane Avenue cross-section with center turning lane, and an 8'-wide planting strip and 6'-wide sidewalk.
5. CDOT requests that the car wash exit be reconfigured in a manner that it does not conflict with the functional area of the driveway on Harrisburg Road. Should the site not be able to be configured in such a manner in which the car wash entry/exit conflicts with driveways, drive aisles, etc., CDOT requests removal of the car wash facility from the plans.
6. CDOT request that the large driveway radii shown on both Harrisburg Road and Stewart Road be revised to reflect that of a Modified Type II Driveway (10.25E), as per the Charlotte Land Development Standards Manual.

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.
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 driveway connection(s) to Harrisburg Road and Camp Stewart Road will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are 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.
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 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 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 NCDOT-maintained roadways, they may require a right-turn lane as part of the 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