



# Charlotte Department of Transportation

## Memorandum

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**Date:** August 1, 2007

**To:** Keith MacVean  
Charlotte-Mecklenburg Planning Department

**From:** Scott L. Putnam *Scott L. Putnam*  
Development Services Division

**Subject:** Rezoning Petition 07-115: Located on the south side of Yorkmont Road  
between Allwood Drive and Courtney Ridge  
Lane

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**Consistency with Transportation Action Plan (TAP):** The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

- Goal 1 of the TAP relies on the Centers, Corridors and Wedges land use strategy to be implemented. This project site is located in a Corridor/Wedge/Center and appears to support the Centers, Corridors and Wedges land use strategy.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are identified below that need to be addressed for CDOT's support of the petition and to bring the site plan into compliance with the TAP and best practices for multimodal transportation.

### Vehicle Trip Generation

This site could generate approximately 900 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 800 trips per day. This will have a minor impact on the surrounding thoroughfare system.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. Yorkmont Road needs to be labeled as State Route 1156 on the conditional plan.
2. 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 connection for this site. The engineering design and construction of the 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. We recommend the

rezoning plan reflect the design of this required turn lane prior to submittal/approval of the public street connection. This roadway improvement is required to meet the traffic demands of the proposed development. The turn lanes should be designed with a minimum of 150 feet of storage, a 15:1 bay taper and 35:1 through lane tapers.

3. It should be noted that Yorkmont Road is maintained by the North Carolina Department of Transportation and that they may require an additional left-turn lane at the private street connection.
4. The face of curb on Yorkmont Road needs to be located 24 feet from right-of-way centerline to accommodate the center turn lane.
5. A sidewalk easement will be required given the proposed typical cross section of the public road.

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. The petitioner should provide 6-foot sidewalks and 8-foot planting strips on Yorkmont Road and the proposed public road through the site, consistent with TAP and best practices. The petitioner should provide 5-foot sidewalks and 8-foot planting strips on all other internal streets.
2. It is requested that the site plan provide an internal system of sidewalks that connects the building entrance(s) to the sidewalk(s) along the street.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

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.

The proposed driveway connections to Yorkmont Road 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(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.

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Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske  
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Rezoning File (2)