



Charlotte Department of Transportation

Memorandum

Date: March 4, 2008

To: Tammie Keplinger & Tom Drake
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-049/08-001(c): Located on the west side of Lancaster Highway between Southcrest Lane and Winghurst Drive (In Pineville SOI)

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. Although this site is located in Pineville's sphere of influence, the site's public street right-of-way/frontage is located in Charlotte.

- Goal 1 of the TAP relies on the Centers, Corridors and Wedges land use strategy to be implemented. This project site may be located in a Wedge and if so, does not appear to support the Centers, Corridors and Wedges land use strategy as inappropriately scaled development.
- 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 100 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 125 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. The petitioner needs to provide minimum 6-foot sidewalks and 8-foot planting strips along Lancaster Highway. These items will be measured from the back of the new curblin which will be determined by CDOT during the driveway permit review process.

2. Lancaster Highway is a major thoroughfare requiring a minimum of 100 feet of right-of-way. The developer has agreed to dedicate and convey right-of-way measuring 50 feet from the centerline of Lancaster Highway to the NCDOT.

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. Two 35' x 35' and 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.

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 locations of the driveway shown on the site plan are subject to change in order to align with driveway on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

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

If we can be of further assistance, please advise.

SLP

- c: R. H. Grochoske (via email)
- S. L. Habina – Review Engineer (via email)
- B. D. Horton (via email)
- A. Christenbury (via email)
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- NCDOT/Scott Cole (via email)
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- Rezoning File