



Charlotte Department of Transportation

Memorandum

Date: February 2, 2010

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

From: Michael A. Davis, PE
Development Services Division

Subject: Rezoning Petition 10-021: Located on the southwest corner at the intersection of Providence Road West and Johnston Road

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 implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Wedge. Such areas should include an interconnected network of thoroughfares and local streets. Specific comments are provided below to link proposed changes in land use with improved transportation network.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are provided below to bring the petition into compliance with best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 2,800 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,600 trips per day. This will have a minor impact on the surrounding thoroughfare system.

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

1. Per the City of Charlotte Zoning Ordinance Section 12.413 drive-up windows for a bank are required to have 6 vehicle storage spaces per window. Each storage space shall measure 20 feet in length. CDOT recommends that the petitioner show the required vehicle stacking on the plan to verify that the stacking will not interfere with required parking and/or circulation within the parking lot.

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

1. CDOT requests that the petitioner construct a westbound left-turn lane on Providence Road West to serve the connection of the proposed Ballancroft Parkway at Providence Road West. The left-turn lane will be a side-by-side left-turn lane with the left-turn lane on

Providence Road West to northbound Highway 521. A raised concrete median 4 feet wide will need to be installed between Ballancroft Parkway and Highway 521. Due to the addition of the concrete median additional road improvements such as striping will be needed across the intersection of Highway 521. The median should be designed with a minimum of 150 feet of storage and a 15:1 bay taper. (This improvement was required in the previous rezoning petition relative to this site).

2. Sidewalk should be installed in the setback along Highway 521 at a minimum of 6 feet in width. Sidewalk should also be installed along Providence Road West at a location to allow for an 8 foot planting strip and connect to the sidewalk along Highway 521. Dual accessible ramps would need to be installed at the intersection of Highway 521 and Providence Road West. (This improvement was also required in the previous rezoning petition relative to this site).
3. We request that pedestrian access be improved across the western intersection approach of Highway 521 and Providence Road West. Pedestrian improvements would include: a painted crosswalk, modification of the existing painted island to provide a raised a concrete island (to create a pedestrian refuge area) with appropriate accessible ramps installed to connect to the northern side of Providence Road West. Restriping the stop bars and arrows along Providence Road West will be needed to correctly align the accessible ramps. The traffic signal vehicle detection loops may also need to be relocated due to stop bar being relocated on the eastbound approach of Highway 521 and Providence Road West.
4. Recessed parking should be added to the west side of Ballancroft Parkway to serve the proposed increase in density of the development. The dimensions of Ballancroft parkway should meet the dimensions of an Office/Commercial Street-Wide.
5. A future connection needs to be provided across from the internal drive on Ballancroft Parkway. Please indicate a future connection on the site plan.

The following items are anticipated to be comments received from NCDOT during plan review.

1. NCDOT may require that a WB-50 vehicle be used for the design of the southbound right turn at the intersection of Highway 521 and Johnston Road. The turning movement may require geometric changes to the existing painted median.
2. The installation of the median along Providence Road West and the associated restriping at the intersection of Highway 521 and providence Road West may result in NCDOT requiring milling and overlay along Providence Road West.

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. Adequate sight triangles must be reserved at the existing/proposed street entrance. Two 35' x 35' 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.

2. The proposed driveway connection to Providence Road West will require a driveway permit to be submitted to CDOT. 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.
3. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
4. 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.

- c: R. H. Grochoske (via email)
J. Shapard – Review Engineer (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E. D. McDonald (via email)
T. Votaw (via email)
Louis Mitchell, NCDOT (via email)
Scott Cole, NCDOT (via email)
Rezoning File