



Charlotte Department of Transportation

Memorandum

Date: March 14, 2011

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE *Dick H. Grubbs for*
Development Services Division

Rezoning Petition 11-002: Located on the southwest corner at the intersection of Providence Road West and Johnston Road (*revised 2/18/11*)

We previously commented on this petition in our November 19, 2010 memorandum.

Vehicle Trip Generation

The site was previously rezoned (2007-132) allowing for 4,500 square feet for a bank, 36,000 square feet of office, and a 32,000 square feet fitness center. The subdivision plans for the development have also been approved by the City of Charlotte. Based on the existing zoning of the property and the approved subdivision plans the site could generate approximately 2,700 trips per day. Since the previous submittal the proposed land uses have changed which increased the trips for the proposed zoning. Under the proposed zoning the site could generate approximately 3,300 trips per day. This will have a minor impact on the surrounding thoroughfare system.

CDOT requests the following changes to the rezoning plan:

1. A 6-foot sidewalk and 8-foot planting strip should be installed along the south side of Ballancroft Parkway. On the north side of Ballancroft Parkway an 8-foot planting strip and the proposed 8-foot overland pedestrian connector as recommended by Mecklenburg County Parks and Recreation should be installed.
2. We request that pedestrian access be improved across the northbound 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 turn arrows along the eastbound approach of Providence Road West will be needed to correctly align with the new accessible ramps. The existing traffic signal may also need to be modified to include pedestrian countdown signals, pushbuttons, and the vehicle detection loops will need to be relocated due to stop bar being relocated on the eastbound and northbound intersection approaches of Highway 521 and Providence Road West.

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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. The termination of the public street needs to be a street stub and meet the minimum horizontal centerline radius requirements of 150 feet. The proposed driveway currently located at the end of the public street needs to be removed and tee into the revised public street alignment.

If we can be of further assistance, please advise.

- c: R. H. Grochoske (via email)
- J. A. Carroll – Review Engineer (via email)
- B. D. Horton (via email)
- A. Christenbury (via email)
- E. D. McDonald (via email)
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- Rezoning File