

Charlotte Department of Transportation

Memorandum

Date: December 23, 2010

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 11-008: Approximately 1.16 acres located on the west side of Providence Rd between Moravian Ln. and Ardsley Rd.

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 better 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

The square footages for the existing zoning and proposed conditional plan are requested to determine the daily trip generation and the impact on the surrounding thoroughfare system, please advise.

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

1. The proposed UR-C zoning classification requires a minimum 8-foot planting strip behind the existing curb followed by a 6-foot sidewalk along the Providence Road frontage.

CDOT requests the following changes to the rezoning plan:

1. The petitioner should verify the proposed five (5) spaces along the southern property line meet the minimum dimensions for parallel parking as shown on CLDSM detail 50.09A. The travel lane adjacent to these spaces also needs to be a minimum of 10 feet in width or meet the minimum requirements (usually 20 feet) of the Charlotte Fire Department whichever is greater.

2. The petitioner should provide a cross-access driveway with the adjacent parcel 15504418 to allow for vehicles to enter and exit the site at an existing traffic signal serving the existing Rite-Aid site. CDOT understands the property owner of the subject site and parcel #15504418 is the same.

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. Since access is proposed to an NCDOT-maintained roadway, NCDOT may also require a right-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. CDOT understands NCDOT is supportive of the joint access drive (see comment 2 above) to eliminated the need of a northbound left turn lane on Providence Road into the site driveway.
2. NCDOT is requesting the existing driveways to Providence Road need to be combined to allow only one point of access into the site (near the center of the site frontage).
3. The circulation of the site is shown as one-way around the existing building, therefore the parking spaces in the rear of the building need to be angled to allow and encourage for the one-way traffic circulation.
4. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
5. 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. A. Carroll – Review Engineer (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E. D. McDonald, CATS (via email)
Louis Mitchell, NCDOT (via email)
Scott Cole, NCDOT (via email)
T. Votaw, CATS (via email)
Rezoning File