



Charlotte Department of Transportation

Memorandum

Date: March 3, 2011

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE *Mike Davis*
Development Services Division

Subject: Rezoning Petition 11-021: Approximately 14.45 acres located on the east side of Providence Road and across from Providence Country Club Drive

CDOT has completed a review of the subject petition in order to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users. Based on our review of the petition, we offer the following comments.

Vehicle Trip Generation

This site could generate approximately 478 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 780 trips per day. This will have a minor impact on the surrounding thoroughfare system. However the site is in between Providence Road (NC 16) and a larger tract of land (+/- 600 acres) that will require an extensive future street network to adequately serve this area's transportation needs.

We request the following change be made to the rezoning plan.

1. The proposed public extension of Providence Country Club Drive should be designed and constructed as an Avenue street type. This street type includes travel lanes, bike lanes, 8' planting strips and 6' sidewalks on both sides. Providence Country Club Drive's east and westbound approaches must align properly. The westbound approach will need to be modified to accommodate the extension of Providence Country Club Drive, which will require additional right-of-way at the intersection. We request this be depicted on the plan to ensure there are no difficulties in implementing this design during the permitting phases.
2. The proposed driveway connection to Providence Road would require a driveway permit to be submitted to CDOT and NCDOT for review and approval. Both NCDOT and CDOT are recommending the site not have a direct driveway connection onto Providence Road. The site can be adequately served by site access driveways from future public streets connecting to Providence Road.

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.

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1. The driveways along the proposed public extension of Providence Country Club Drive need to be limited to one driveway located as far from the intersection of Providence Road as possible to not conflict with the proposed westbound left turn lane queuing from the existing signalized intersection.
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 and NCDOT have determined that a left-turn lane is necessary to serve the traffic using the proposed public street connection(s) for this site. The engineering design and construction of the left-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. CDOT will only approve the proposed public street/private driveway connection(s) provided that a southbound left-turn lane is constructed on Providence Road. We recommend the revised rezoning site plan be revised to reflect the concept of the required left-turn lane prior to resubmittal. The left-turn lane must be designed using NCDOT standards with a minimum 150 feet of vehicle storage. This roadway improvement is required to meet the traffic demands of the proposed development.
3. It is our understanding NCDOT will require a northbound right-turn lane on Providence Road (NC 16) at Providence Country Club Drive.
4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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)
B. D. Horton (via email)

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Rezoning File