



Charlotte Department of Transportation

Memorandum

Date: July 26, 2013

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 13-069: Approximately 5.0 acres located on the north side of Providence Road West near the intersection of Tolliver Drive and Providence Road West

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 150 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 190 trips per day.

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

1. We understand the Subdivision Ordinance will require a minimum streetscape of a 6' proposed sidewalk along Providence Road West instead of the 5' sidewalk shown on the current site plan.
2. Any proposed sidewalk along Providence Road West that will be installed outside the limits of the existing right-of-way will need to be located within a minimum 2' sidewalk utility easement measured from the back of sidewalk into the site.

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. 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 has determined that a left-turn lane is necessary to serve the traffic using the proposed public street/private driveway connection 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

Tammie Keplinger

July 26, 2013

Page 2 of 2

only approve the proposed public street provided that a left-turn lane is constructed on Providence Road West. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the public street connection. The left-turn lane needs to be designed using NCDOT standards with a minimum 150 feet of storage. This roadway improvement is required to meet the traffic demands of the proposed development.

2. 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.
3. The proposed public street connection to Providence Road West will require a driveway permit to be submitted to CDOT for review and approval. The exact street connection location and type/width of the driveway will be determined by CDOT during the Subdivision Review process. The location of the proposed street connection shown on the site plan is subject to change in order to align with driveways on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
4. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. 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. Leonard

cc: S. Correll
Rezoning File