



Charlotte Department of Transportation

Memorandum

Date: August 28, 2013

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 13-085: Approximately 89.5 acres located on the east side of Providence Road between Golf Links Drive and Chancelot Lane.

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 2,600 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 19,400 trips per day.

CDOT has determined that a Traffic Impact Study (TIS) is required for the subject rezoning petition. The subject TIS has not been submitted to CDOT as of the time of this memorandum, however, specific Transportation comments will be provided in subsequent memoranda after the TIS has been submitted and reviewed. Additionally, the plan proposes a change in alignment to the proposed thoroughfare extension of Ardrey Kell Road. We recommend the TIS address any transportation impacts associated with that proposal as well.

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

1. The current rezoning petition does not specify the proposed street cross-sections for the internal public and private streets. It is our understanding that the proposed street cross-sections will need to comply with the minimum requirements of the Subdivision Ordinance.
2. A minimum 70' right-of-way needs to be shown for the proposed Ardrey Kell Minor Thoroughfare extension that traverses the subject site.
3. It appears that an additional three (3) street stubs with a maximum of 650' block spacing will be required on the north and east property lines per the Subdivision Ordinance. This will include an additional westbound public street approach from the proposed roundabout through the proposed multi-family development "Area F" (Figure 1).

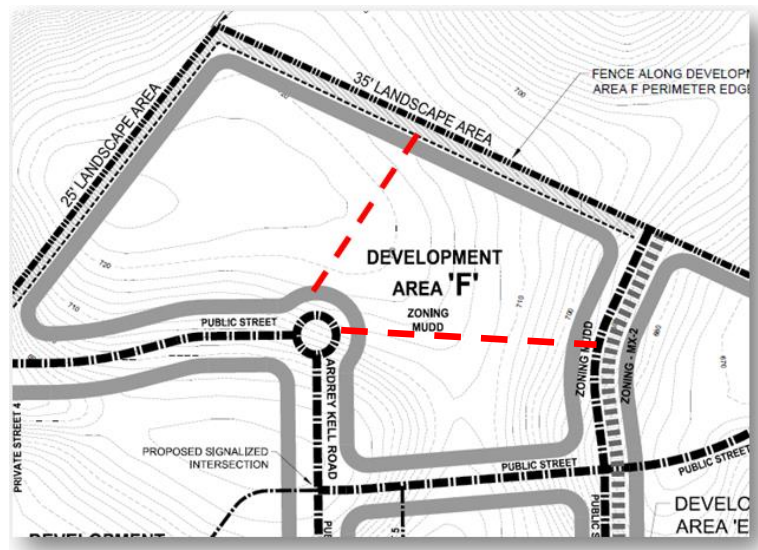


Figure 1: Additional street connection at the proposed roundabout

4. The 90° turn in proposed Ardrey Kell Road extension does not reflect the approved MUMPO Thoroughfare alignment. CDOT cannot support the proposed alignment as shown on the rezoning petition, and will need to work with the petitioner, MUMPO, and the Planning Department's Subdivision staff on an appropriate way to carry the thoroughfare alignment through the site. Specifically, the roundabout will need to connect to other streets that are significant in the overall street network, not to private drives that primarily serve individual sites.

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

1. We request the petitioner provide cross access between the subject site and the neighboring day care (Parcel #23116108).
2. We request the petitioner realign the stub of Providence Country Club Drive at the east property line (adjacent to the southernmost pond) to prevent any future street extension onto parcel #parallel to the existing stream (Figure 2).
3. We request the petitioner realign private street 4 as depicted in Figure 3 to eliminate the proposed offset at the intersection with Private Street 1.
4. We recommend consideration of an additional single-lane roundabout at the intersection Ardrey Kell and private street 4 in order to balance the traffic volumes in network by making street 4 a more viable way of connecting with the thoroughfare extension of Ardrey Kell to the east.

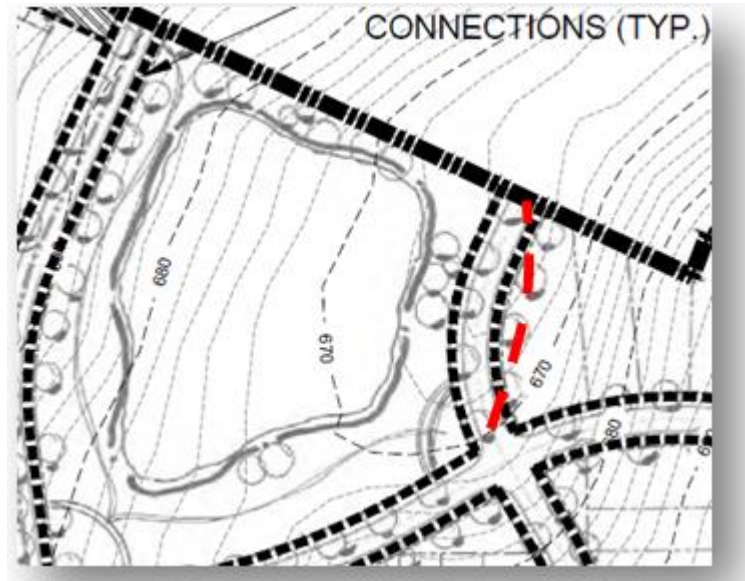


Figure 2: Proposed Providence Country Club Drive Stub Realignment

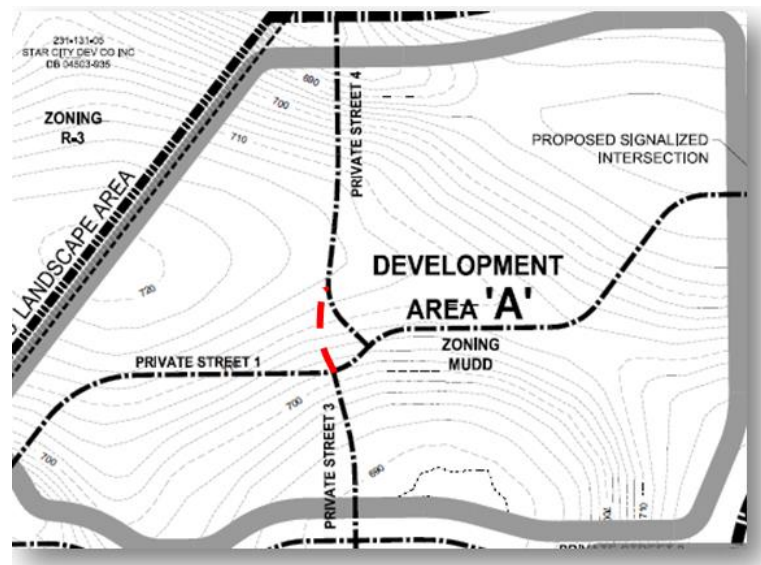


Figure 3: Proposed Realigned Private Street 4

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 and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte.
2. Adequate sight triangles must be reserved at the existing and proposed street entrance(s). Two 35' x 35' and two 10' x 70' sight triangles are required for the entrances to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances. Such items should be identified on the site plan.
3. The proposed street connections to Providence Road (NC 16) will require driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact street connection locations and type/width of the street connections shown on the site plan will be determined by CDOT during the Subdivision review process. The locations of the street connections shown on the site plan are 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. 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. Leonard

cc: S. Correll
Rezoning File