

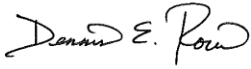


Charlotte Department of Transportation

Memorandum

Date: January 23, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: 
Dennis E. Rorie, PE
Development Services Division

Subject: Rezoning Petition 15-038: Approximately 9.48 acres located on the west side of Providence Road between Cedar Croft Drive and Candlewyck 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 640 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 420 trips per day.

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

1. Based on field observation it appears that there may be a lack of intersection sight distance at the intersection of the proposed public street and Providence Road. We request the petitioner provide an Intersection Sight Distance exhibit based on the design speed of Providence Road (NC16), and include it in the revised submittal of the site plan.

CDOT requests the following changes to the rezoning plan:

1. Providence Road (NC16) is classified as a major thoroughfare according to the CRTPO Thoroughfare Plan and requires 100-feet of total right-of-way. CDOT requests the petitioner to dedicate 50-feet of right-of-way along the property's frontage measured from the existing centerline.
2. Providence Road (NC16) has an Urban Street Design Guidelines (USDG) classification of Boulevard. CDOT requests the petitioner include an 8'-wide planting strip and an 8'-wide sidewalk / shared-use path along the entire site's frontage to the intersection of Candlewyck Lane.

3. CDOT requests that the petitioner provide a vehicular connection from the proposed public street to the existing church parking lot. We also request that a minimum 5'-wide sidewalk be extended from the end of the proposed public street, through the church parking lot to the existing sidewalk along Lawton Bluff Road. Doing so promotes connectivity for vehicular and non-motorized transportation, from the proposed subdivision to the adjoining neighborhood and nearby retail land uses. See Figure 1 below.

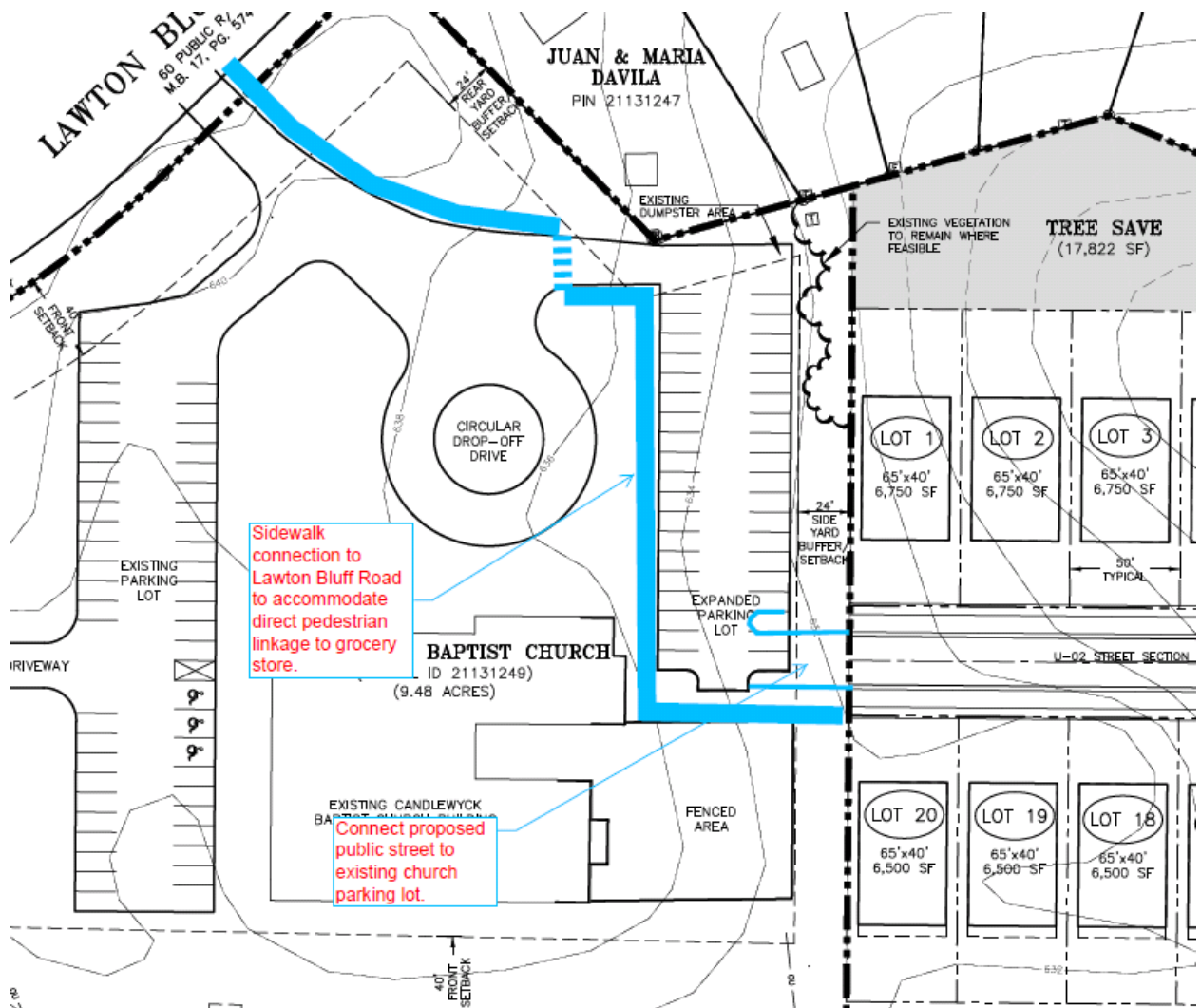


Figure 1

4. CDOT requests that the petitioner provide the necessary right-of-way at the end of the proposed cul-de-sac to facilitate a future roadway connection to the adjoining parcels to the north. CDOT also requests that the petitioner encircle the proposed cul-de-sac with sidewalk, and provide a sidewalk connection to the Providence Road frontage. See Figure 2 below.

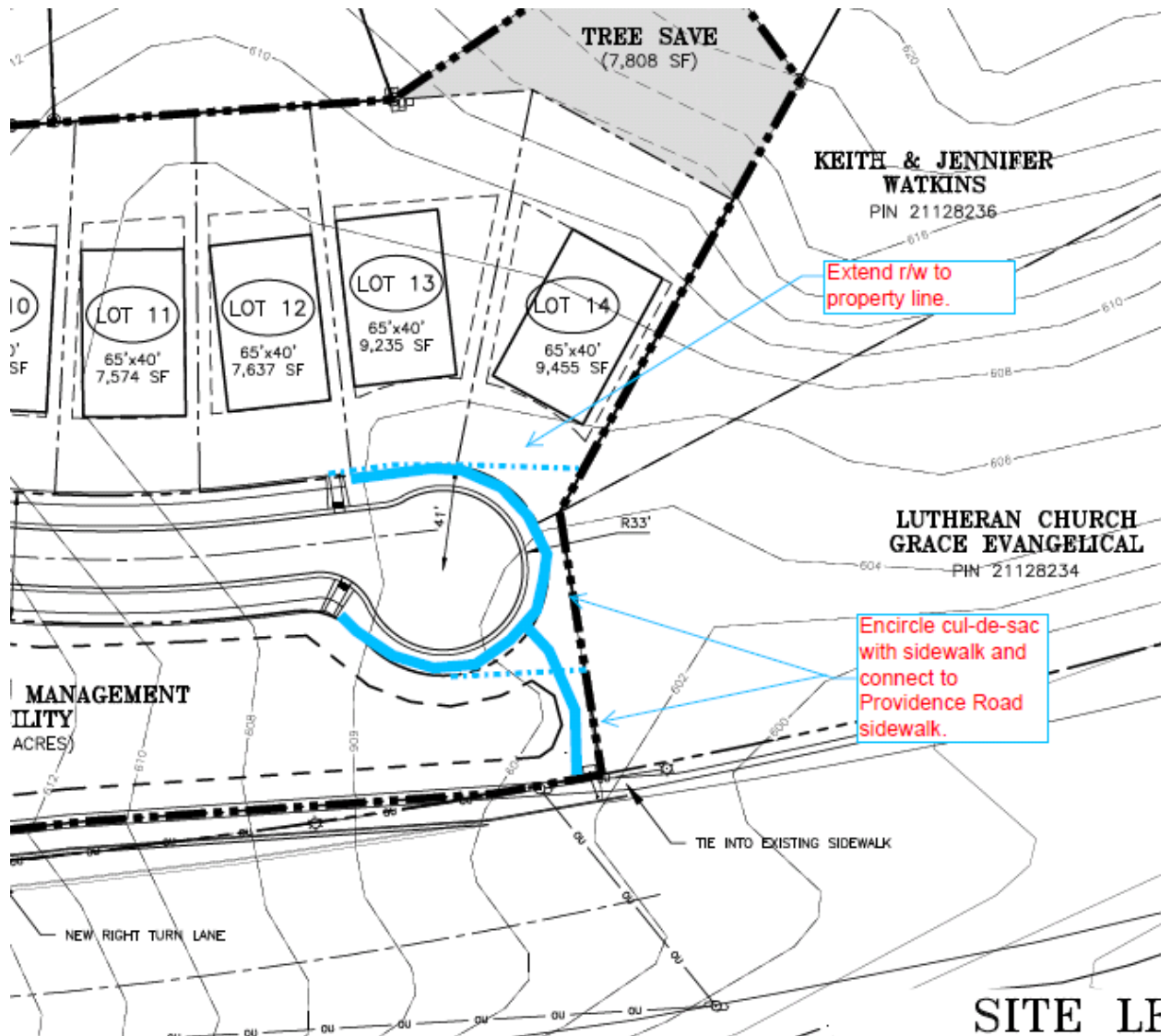


Figure 2

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.
2. 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

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interfere with sight distance at the entrance(s). Such items should be identified on the site plan.

3. The proposed driveway connection to Providence Road (NC16) will require a driveway permit to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location and type/width of the driveway will be determined by CDOT during the driveway permit process. The location of the driveway shown on the site plan are subject to change in order to align with driveway(s) 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.

K. Bryant

cc: S. Correll
Rezoning File