



# Charlotte Department of Transportation

## Memorandum

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**Date:** July 3, 2015

**To:** Tammie Keplinger  
Charlotte-Mecklenburg Planning Department

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

**Subject:** Rezoning Petition 15-046: Approximately 10.7 acres located on the northwest corner at the intersection of Providence Road, Fairview Road, and Sardis Road.

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We previously commented on this petition in our February 27 memorandum to your office.

We have the following comments regarding this petition:

1. This site is located in a wedge and located at one of Charlotte's most congested intersections. In general, this development will have an adverse impact on the operation of the Providence / Fairview intersection. We therefore highly encourage that should this petition be recommended for approval that the highest possible attention be given to the quality of urban design to ensure a walkable node is created.
2. Part of ensuring the rezoning achieves walkability goals is improving the quality of pedestrian crossings of Providence Road, which could be enabled by us of signalization at the access from Providence Road. The proposed signalized left-over is presently being evaluated by both NCDOT and CDOT in order to determine if the proposed access will adversely affect the operation of the Providence / Fairview intersection. It is unclear whether this access will be supported. If the signal is not approved, this will reduce the potential walkability between the uses on either side of Providence Road. Also, this location will need to be restricted to right-in / right-out operation, which will impact the existing full movement access on the west side of Providence Road. We would also not support the extension of the southbound right-turn lane without the signal due to safety concerns. Without the ability to provide left-turns directly into the site, we expect more use of the northbound left-turn lanes on Providence Road onto Fairview and more use of the full movement access provided by the recently approved 15-052.
3. If a signalized left-over is approved, the design will need to be modified to provide suitable accommodations for pedestrian crossings. It is likely this would need to occur as a two-stage pedestrian crossing, which will require significantly more width than is presently depicted on the plan.

Tammie Keplinger

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4. CDOT may not be supportive of the proposed modification of the southbound lane markings on Randolph Road at Sardis Road. We recommend this note be modified to indicate the change is subject to CDOT approval.

If we can be of further assistance, please advise.

cc: S. Correll  
Rezoning File