



Charlotte Department of Transportation

Memorandum

Date: February 27, 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.

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 1,300 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 8,300 trips per day. CDOT has required that the petitioner submit a Traffic Impact Study (TIS) for review and approval. The scope for the study has been approved, and CDOT is awaiting the study. We will provide TIS comments in subsequent memoranda once the study has been submitted.

We have the following comments regarding this petition:

1. Given the scope of the proposed development, the current site plan lacks sufficient detail for CDOT to provide meaningful feedback. CDOT requests a more detailed site plan be submitted that depicts roadway frontage improvements, proposed driveway locations, internal streets and locations for future roadway connections, proposed building locations/footprints, parking areas, and other pertinent site features.
2. This site is located in a wedge and located at one of Charlotte's most congested intersections. It is unlikely there are viable mitigation opportunities to offset the additional traffic that would be generated under this proposal. CDOT has met with the petitioner regarding the need for a Traffic Impact Study (TIS) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity. CDOT and Planning are currently working with the petitioner prior to beginning the TIS to determine the traffic study requirements such as needed street connections, land use densities, and possible future traffic signal locations for the proposed development. It should be noted that during previously conducted meetings that CDOT and NCDOT have indicated that we do not support a traffic signal at a location along Providence Road, roughly 700' north of the

signalized intersection with Fairview Road / Sardis Road. We will provide additional comments following our review of the Traffic Impact Study. Depending on the final access configuration, it is possible that the existing full-movement driveways to Providence Road will need to be converted to right-in/right out with a continuous median along Providence Road.

3. The proposed rezoning petition is adjacent to the Providence Sidewalk (Mammoth Oaks to Barden) CIP project (City Contact: Sonji Mosley, 704-336-3214). It is the petitioner's responsibility to ensure this rezoning application is coordinated with the City's on-going CIP project.
4. Providence Road (NC16) is classified as a major thoroughfare according to the CRTPO Thoroughfare Plan. CDOT requests the petitioner to dedicate 50' of right-of-way along the property's frontage, measured from centerline of the existing right-of-way. We also request that an additional 60' x 60' triangular shaped easement be dedicated at the intersection of Providence Road and Fairview road in order to encompass the curb radius return, traffic signal poles and equipment, and any other features deemed necessary by CDOT and NCDOT during the permitting phase.
5. CDOT requests the petitioner include an 8'-wide planting strip and a 6'-wide sidewalk along the Providence Road frontage.
6. Fairview is classified as a major thoroughfare according to the CRTPO Thoroughfare Plan. CDOT requests the petitioner to dedicate 50' of right-of-way along the property's frontage, measured from centerline of the existing right-of-way.
7. CDOT requests the petitioner include an 8'-wide planting strip and a 6'-wide sidewalk along the Providence Road frontage.
8. CDOT seeks a specific commitment from the petitioner to connect to the proposed street stub provided by the Camden Pinehurst development, as per previous rezoning petition 2013-023.
9. CDOT requests the petitioner install a pedestrian refuge island along Providence Road to facilitate pedestrian access from the proposed site to the general location of the Fresh Market driveway and the CATS park and ride facility along Old Sardis Road. The exact configuration and location of the pedestrian crossing and refuge island will be determined by NCDOT and CDOT during the permitting phase.

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.

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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 interfere with sight distance at the entrance(s). Such items should be identified on the site plan.
3. The proposed driveway connection(s) to Providence Road and Fairview Road will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) 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.

We anticipate that NCDOT will require the following, and recommend the Petitioner work directly with Mr. Brett Canipe (980-523-0000) with NCDOT regarding their requirements.

1. Since access is proposed to NCDOT-maintained roadway, NCDOT may have additional or different requirements for their approval than what is identified by CDOT in this rezoning process. We recommend the developer/petitioner meet with NCDOT early in the rezoning process to identify any issues that they may have.

If we can be of further assistance, please advise.

K. Bryant

cc: S. Correll
Rezoning File