



Charlotte Department of Transportation

Memorandum

Date: March 27, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE 
Development Services Division

Subject: Rezoning Petition 15-055: Approximately 47.49 acres located on the east side of Providence Road between Providence Country Club Drive and Allison Woods Drive and across from Ardrey Kell 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 19,400 trips per day as currently zoned. CDOT cannot determine the generated trips under the proposed zoning. CDOT requests that the petitioner submit a breakdown and resulting generated trips for the most dense and intense land use(s) under the proposed zoning district and optional provisions, relative to the currently approved entitlements.

CDOT requests the following changes to the rezoning plan:

1. It appears errors and omissions exist on these plans from the previously approved rezoning plans and associated site plan amendments. Given the size and content of the rezoning petition, we request that the petitioner use revision clouds to indicate only the items that are being revised from the previous text amendments and the originally approved rezoning plan.
2. CDOT requests the last sentence of Access Note III.c. is amended to read, "However, the back of curb may be reduced to 23.5 feet from the center of the street for the portion of Ardrey Kell Road north of the proposed one-lane roundabout where parallel parking stalls are not provided due to site constraints, subject to approval by CDOT."
3. CDOT requests that the petitioner revise the site plan for Building K. Currently, the site plan depicts a drive-thru lane wrapped around the perimeter of the building, and there are no provisions for pedestrian access. Given the location of this structure relative to the proposed public plazas and "main street" portion of the site, it is requested that the site be reconfigured for easier access by pedestrians.

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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 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 driveway connections to Providence Road will require driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways 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. 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