



Charlotte Department of Transportation

Memorandum

Date: November 23, 2005

To: Keith MacVean
Planning Commission

From: Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 06-002: Located west of Providence Road and south of Ardrey Kell Road

This site could generate approximately 350 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 320 trips per day. This will have a minor impact on the surrounding thoroughfare system.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. The NCDOT has a funded project to widen Providence Road between I-485 and Rea Road Extension in Union County (TIP # U-2510 A). The design of the curblines, required right-of-way, driveway, and street improvements to Providence Road and Ardrey Kell related to the development of this site need to be coordinated with the area NCDOT Resident Engineer, Rick Baucom (704-845-1151). Rather than construct the required improvements (curb and gutter, sidewalk, storm drainage, medians, left-turn lanes, utility adjustments, etc) with development of the site, the developer will be required to contribute their equivalent cost to the NCDOT for construction with the widening project.
2. The site plan should be updated to include a street connection between the two proposed cul-de-sacs. This may require a variance to allow vehicular maneuvering within the setback and/or rear yard.
3. The site plan should be updated to include a street connection to Providence Road. This street connection to Providence Road will be limited to right-in/right-out movements only when the Providence Road widening project is completed. The proposed construction letting date on this project is April 2007.
4. The proposed driveway connection to Ardrey Kell closest to Providence Road will not be approved as a full access driveway. A driveway limited to right-in/right-out movements may be approved at this location on Ardrey Kell Road provided that a median is constructed to effectively prohibit the left-turning movements into and out of the driveway. Any proposed median on Ardrey Kell for this site must be coordinated with the Providence Road widening project, as the widening project may include widening on Ardrey Kell. The required length of any median on Ardrey Kell will be determined by both CDOT and NCDOT to ensure that u-turns will be facilitated only at acceptable locations.

5. Ardrey Kell Road is planned to be a median divided roadway. The NCDOT will only consider a median opening if the location meets the minimum median opening spacing requirements. The minimum median opening spacing requirement for Ardrey Kell Road is 1,200 feet. We recommend that the westernmost access to this site be located at least 1,200 feet from the shopping center driveway so that it may be considered for a median opening in the future.
6. A left-turn lane may be required by NCDOT/CDOT at the westernmost proposed driveway connection to Ardrey Kell Road. The engineering design and construction of the left-turn lane is the responsibility of the owner, and shall be performed by a professional engineer registered in the State of North Carolina who has roadway-design experience. We recommend the rezoning plan reflect the design of this required left-turn lane. The left-turn lane should be designed with a minimum 150 feet of storage, a 15:1 bay taper and 45:1 through lane tapers.

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. An 8-foot planting strip and 6-foot sidewalk should be constructed along the Ardrey Kell and Providence Road site frontages. This will need to be coordinated with the Providence Road widening project.
2. The site plan should be updated to reflect installation of a complete sidewalk network that provides internal pedestrian circulation as well as pedestrian access to and from Ardrey Kell and Providence Road.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

Providence Road and Ardrey Kell Road are major thoroughfares, each requiring a minimum of 100 feet of right-of-way. Additional right-of-way is necessary at intersections to accommodate turn lanes. The developer/petitioner should convey right-of-way in fee simple title to meet these requirements as listed below.

Providence Road	Beginning at a distance of 70 feet from the centerline of Ardrey Kell Road, 70 feet from the centerline of Providence Road for a distance of 500 feet, then tapering to 50 feet from the centerline over a distance of 900 feet.
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Ardrey Kell Road	Beginning at a distance of 70 feet from the centerline of Providence Road, 70 feet from the centerline of Ardrey Kell Road for a distance of 500 feet, then tapering to 50 feet from the centerline over a distance of 400 feet.
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Adequate sight triangles must be reserved at the proposed street entrances. 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.

The proposed driveway connections to Ardrey Kell and 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.

Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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/State maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT/NCDOT prior to the construction/installation of the non-standard item(s). Contact CDOT/NCDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

To facilitate multi-family/driveway permit review and approval, the site plan must be revised to include the following:

- Dimension width of the existing and proposed driveways.
- New driveways must be drop curb ramp Type II Modified driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.

If we can be of further assistance, please advise.

SLP

c: W.B. Finger
M.K. Dewey
J.D. Kimbler
A. Christenbury
E.D. McDonald
East-West Partners Management Co, Inc/John Gilchrist
The Walter Fields Group
Rezoning File (2)