


Charlotte Department of Transportation

Memorandum

Date: March 23, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE 
Development Services Division

Subject: Rezoning Petition 15-022: Approximately 188 acres located on the north side of Ardrey Kell Road near the intersection of Providence Road and Ardrey Kell Road.

CDOT has identified the following as outstanding issues, consistent with our prior memoranda and discussions with the petitioner:

- 1) The petitioner's traffic impact study recommends the construction of three new right-turn lanes at the intersection of Tom Short and Ardrey Kell. The revised site plan has added one of these three right-turn lanes as well as addressed our request for a longer left-turn lane. Because the petition does not sufficiently mitigate its impacts in general, and because opportunities to efficiently address the impacts are limited, we continue to recommend the remaining right-turn lanes be added at this location. In the event that NCDOT requires significant additional improvement to the I-485 ramps, we would support redirecting the funds intended for these improvements to address I-485 as a higher priority, but absent additional work being required at I-485, we recommend these improvements at Tom Short and Ardrey Kell.
- 2) A median must be constructed along Golf Links to extend from Providence Road to a point at least 50' west of Golf Links Drive North. The notes in Phase 1, part 3 should address this. Sheet RZ-6 also does not show this condition.
- 3) A median must be constructed along Ardrey Kell to extend from Providence Road to a point at least 50' west of the driveway to the existing retail on the north side of Ardrey Kell. As discussed, left-turns in are permissible at this location and the left-turn storage should accommodate the storage recommended in the petitioner's traffic study.
- 4) The revised conceptual plan depicts an internal connection from the site to the adjacent retail fronting Providence Road. We support this connection, which would help mitigate the impacts of the median described in note 4 above. However this connection is not included on the Technical Data Sheet and should be added.
- 5) Please remove note viii under Phase 3. The final design of the intersection may require some modifications to this approach in order to ensure the intersection can function properly, which will be determined during final design and permitting.

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- 6) The rezoning plan has been modified to commit to the connection of Red Rust Lane when Development Area D is developed. We support the previous plan's commitment to construct this connection with the development of the first building within the site.

Anticipated NCDOT Requirements

NCDOT continues their evaluation of the traffic study and may have additional requirements.

We suggest the petitioner work directly with NCDOT in order to determine their requirements.

If we can be of further assistance, please advise.