


Charlotte Department of Transportation

Memorandum

Date: August 29, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 07-132: Located on the southwest corner of
Providence Road West and Johnston Road

Consistency with Transportation Action Plan (TAP): The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

- Goal 1 of the TAP relies on the Centers, Corridors and Wedges land use strategy to be implemented. This project site is located in a Center and does not appear to support the Centers, Corridors and Wedges land use strategy.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are identified below that need to be addressed for CDOT's support of the petition and to bring the site plan into compliance with the TAP and best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 1,100 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 2,700 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. 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. CDOT has determined that a left-turn lane is necessary to serve the traffic using the proposed public street/private driveway connection(s) for this site. 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. CDOT will only approve the proposed public street/private driveway connection provided that a left-turn lane is constructed on Providence Road West. We recommend the rezoning plan reflect the

design of this required left-turn lane prior to submittal/approval of the public street/private driveway connection. This roadway improvement is required to meet the traffic demands of the proposed development. The left-turn lane should be designed with a minimum 150 feet of storage and a 15:1 bay taper. The verbiage in Development Note #10 is acceptable in addition to the other requirements in this memo.

2. Sidewalk needs to be provided along US 521. This sidewalk needs to be outside the US 521 right-of-way and be contained within a sidewalk easement. The plans need to show this proposed sidewalk.
3. Curb and gutter needs to be provided along Providence Road West. The location of the curb and gutter needs to take into account bike lanes and the proposed side-by-side left turn lane and median.
4. On-street parking is encouraged within this development. The plans need to show sufficient right-of-way for the "Office/Commercial Wide" segment of the proposed Urban Street Design Guidelines (best practice).

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. The petitioner needs to provide 8-foot sidewalks and 8-foot planting strips on Providence Road West and 6-foot sidewalks and 8-foot planting strips on all internal streets. (TAP, best practices, and proposed *Urban Street Design Guidelines*)
2. The proposed public street from Providence Road West needs to be stubbed for future access to parcel 223-132-10. This stub needs to be perpendicular to the property line at a logical terminus.
3. The site plan needs to provide an internal system of sidewalks that connects the building entrances to the sidewalks along the street.
4. The roadway improvements by the developer/petitioner on Providence Road West need to include a bicycle lane.

We support the following comments from Mecklenburg County Parks and Recreation:

1. Petitioner needs to provide an overland connector between future greenways along this site.
2. Sidewalk widths along Providence Road West and the new proposed street, as well as bicycle lanes along Providence Road West, need to accommodate overland connector needs.

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

Adequate sight triangles must be reserved at the proposed street entrance. Two 35-foot x 35-foot sight triangles are required for the entrance to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance. Such items should be identified on the site plan.

The proposed connection to Providence Road West will require a driveway permit to be submitted to CDOT for review and approval. The exact driveway location and type/width of the driveway will be determined by CDOT during the driveway permit process. The locations of the driveway 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 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.

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

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II driveways.
- Driveways need to be perpendicular to the roadway centerline through the setback.
- Indicate typical parking module dimensions. Sidewalk needs to be 7 feet in width against adjacent parking.
- Include a parking summary with figures for the numbers of parking spaces required and provided.
- Directional wheelchair ramps (two per corner) should be provided at all intersections of public and private streets.

Keith MacVean
August 29, 2007
Page 4 of 4

If we can be of further assistance, please advise.

SLP

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