



Charlotte Department of Transportation

Memorandum

Date: November 19, 2010

To: Tom Drake & Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE 
Development Services Division

Subject: Rezoning Petition 11-002: Located on the southwest corner at the intersection of Providence Road West and Johnston Road (*10/20/2010 site plan*)

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 implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Wedge. Such areas should include an interconnected network of thoroughfares and local streets. Specific comments are provided below to better link proposed changes in land use with improved transportation network.

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

The site was previously rezoned (2007-132) allowing for 4,500 square feet for a bank, 36,000 square feet of office, and a 32,000 square feet fitness center. The subdivision plans for the development have also been approved by the City of Charlotte. Based on the existing zoning of the property and the approved subdivision plans the site could generate approximately 2,700 trips per day. Under the proposed zoning the site could generate approximately 3,250 trips per day. This will have a minor impact on the surrounding thoroughfare system.

CDOT requests the following changes to the rezoning plan:

1. CDOT requests that the petitioner construct a westbound left-turn lane on Providence Road West to serve the connection of the proposed Ballancroft Parkway at Providence Road West. The left-turn lane will be a side-by-side left-turn lane with the left-turn lane on Providence Road West to northbound Highway 521(Johnson Road). A raised concrete median 4 feet wide will need to be installed between Ballancroft Parkway and Highway 521. Due to the addition of the concrete median additional road improvements such as striping will be needed across the intersection of Highway 521 (i.e. westbound Providence Road West approach). The median should be designed

to provide a minimum of 150 feet of left turn storage and a 15:1 bay taper. (This improvement was required in the previous rezoning petition and approved subdivision plans relative to this site).

2. Sidewalk should be installed in the setback along Highway 521 at a minimum of 6 feet in width. A 6-foot sidewalk should also be installed along Providence Road West at a location to allow for an 8-foot planting strip and connect to the sidewalk along Highway 521. Dual accessible ramps would need to be installed at the intersection of Highway 521 and Providence Road West. (This improvement was also required in the previous rezoning petition and approved subdivision plans relative to this site).
3. A 6-foot sidewalk should be installed along both sides of Ballancroft Parkway at a location to allow for an 8-foot planting strip.
4. We request that pedestrian access be improved across the northbound intersection approach of Highway 521 and Providence Road West. Pedestrian improvements would include: a painted crosswalk, modification of the existing painted island to provide a raised a concrete island (to create a pedestrian refuge area) with appropriate accessible ramps installed to connect to the northern side of Providence Road West. Restriping the stop bars and turn arrows along the eastbound approach of Providence Road West will be needed to correctly align with the new accessible ramps. The existing traffic signal may also need to be modified to include pedestrian countdown signals, pushbuttons, and the vehicle detection loops will need to be relocated due to stop bar being relocated on the eastbound and northbound intersection approaches of Highway 521 and Providence Road West.
5. Providence Road West is a major thoroughfare requiring a minimum of 100 feet of right-of-way. We request that the petitioner convey right-of-way in fee simple title to meet this requirement.

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. 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.
2. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
3. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
4. 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

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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.

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Rezoning File