

Charlotte Department of Transportation

Memorandum

Date: January 28, 2011

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE *Mike Davis*
Development Services Division

Subject: Rezoning Petition 11-008: Approximately 1.16 acres located on the west side of Providence Rd between Moravian Ln. and Ardsley Rd. (revised 1/21/11)

We previously commented on this petition in our December 23, 2010 memorandum to you.

Vehicle Trip Generation

The square footages for the existing zoning and proposed conditional plan are requested to determine the daily trip generation and the impact on the surrounding thoroughfare system.

CDOT requests the following changes to the rezoning plan:

1. The petitioner should provide a cross-access connection with the adjacent parcel 15504418 to allow for vehicles to enter and exit the site at an existing traffic signal serving the existing Rite-Aid site. We understand that the property owner of the subject site and the adjacent parcel is the same.

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. Since access is proposed to an NCDOT-maintained roadway, NCDOT may also require a right-turn lane as part of their driveway permit approval process. They may have additional or different requirements for their approval than what is identified in this rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have. CDOT understands NCDOT is supportive of the joint access drive (see comment 2 above) to eliminated the need of a northbound left turn lane on Providence Road into the site driveway.
2. NCDOT is requesting the existing driveways to Providence Road need to be combined to allow only one point of access into the site (near the center of the site frontage).
3. The circulation of the site is shown as one-way around the existing building, therefore the parking spaces in the rear of the building need to be angled to allow and encourage for the one-way traffic circulation.

Tammie Keplinger
January 28, 2011
Page 2 of 2

If we can be of further assistance, please advise.

c: R. H. Grochoske
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Louis Mitchell, NCDOT
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