



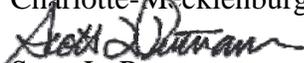
# Charlotte Department of Transportation

## Memorandum

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**Date:** April 30, 2008

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

**From:**   
Scott L. Putnam  
Development Services Division

**Subject:** Rezoning Petition 08-080: Located on the southwest corner of  
Providence Road West and Marvin Road

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**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 Wedge and appears 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 40 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,190 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. A left-turn lane needs to be striped on Providence Road West for the traffic using the proposed private driveway connection 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 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.

2. The developer must provide 8' planting strips and 6' sidewalks along both Providence Road West and Marvin Road.
3. The proposed Type III driveway to the site needs to align with the existing Rothesay Drive to avoid minor offsets wherever possible.
4. Adequate sight distance triangles must be reserved at the proposed driveway connection. Two 35-foot x 35-foot sight triangles are required for the street connection to meet CDOT sight distance requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the street connection. Such items should be identified on the site plan.

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. Standard curb and gutter is required along Providence Road West and Marvin Road street frontages. The placement of this curb and gutter will be determined in the building permit/driveway permit review.
2. The developer needs to provide 5' minimum internal sidewalks connecting the primary building entrance with both Providence Road West and Marvin Road.

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

Providence Road West is a major thoroughfare requiring a minimum of 100 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 50 feet from the centerline of the roadway.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' 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.

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.

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

- Dimension width of the proposed driveway.
- 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

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Rezoning File