



# Charlotte Department of Transportation

## Memorandum

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**Date:** December 22, 2011

**To:** Tammie Keplinger  
Charlotte-Mecklenburg Planning Department

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

**Subject:** Rezoning Petition 2011-011: Approximately 8.41 acres located on the east side of Randolph Road between Wonderwood Drive and Shasta Lane

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CDOT has completed a review of the subject petition in order to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users. Based on our review of the petition, we offer the following comments.

### Vehicle Trip Generation

This site could generate approximately 358 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 296 trips per day. This will have a minor impact on the surrounding thoroughfare system.

We have the following comments regarding apparent conflicts between the proposed rezoning and existing ordinances or policies:

1. Per the subdivision ordinance, the minimum streetscape requirement is an 8' planting strip and 6' sidewalk across all street frontage.

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 entrances. Two 35' x 35' and two 10' x 70' sight triangles are required for the entrances to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances. Such items should be identified on the site plan.
2. The proposed driveway connections to Randolph Road will require a driveway permits to be submitted to CDOT for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways 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.

3. In accordance with CDOT's Sight Distance Policy, adequate intersection sight distance (ISD) is to be provided at the proposed private driveway connection to Randolph Road for a minimum of 555 feet in both directions. ISD is measured from a point 15 feet back from the projection of the existing curb line, in the center of the outbound lane of the proposed private drive, to the center of each approaching lane. Please verify the sight distance based on a driver's eye height of 3.5 feet and an approaching vehicle height of 3.5 feet and include this information on the plans. ISD must be shown on the revised plans in both the horizontal and vertical dimensions, i.e., in both plan and profile. The vertical ISD profile must be shown along the sight line, not the roadway centerline. If there is an object in the path of this sight distance it should be shown.
4. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. 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.

If we can be of further assistance, please advise.

c: R. H. Grochoske  
B. D. Horton  
Rezoning File