



Charlotte Department of Transportation

Memorandum

Date: October 23, 2014

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 14-118: Approximately 2.21 acres located on the east side of Randolph Road between Greenwich Road and North Sharon Amity Road.

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 975 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 4,540 trips per day. CDOT required the petitioner provide a Transportation Technical Memorandum (TTM) in order to evaluate the transportation impacts. The subject TTM was submitted on September 19, 2014, and our comments on the TTM are provided below. It appears that the major recommendations of the analysis were included in the site plan commitments, including the addition of a westbound right-turn lane from Greenwich onto Randolph Road and access restrictions along Randolph Road.

CDOT requests the following changes to the rezoning plan:

1. The proposed private street that connects Randolph Rd with Colwick Road is intended to facilitate possible signalization in the future. Therefore the site's proposed private street needs to be designed and constructed to accommodate a future traffic signal. CDOT requests the private street be constructed with three (3) travel lanes (i.e. one receiving lane, a left-turn lane, and a thru/right turn lane) for a minimum length of 100 feet into the site (from Randolph Road).
2. CDOT requests the petitioner work with the site's adjacent property owner/s (tax parcel 15717307) to provide a joint access easement between the two properties. A joint access easement would improve site traffic circulation for both property owners so that customers do not have to use Colwick Road and/or Randolph Road to access the adjacent retail business.
3. The petitioner has committed to constructing a median along Randolph Road from Greenwich to the northern driveway. CDOT requests the petitioner commit to including

space for a pedestrian refuge within the median to facilitate transit access and other types of pedestrian crossings.

4. CDOT does not support the use of a “pork chop” median as a means to restrict the access at the southern driveway. Note E should be removed or modified. In the future the proposed southern access may be signalized if the access on the west side is ever reconfigured as part of a redevelopment. We request the petitioner include a note that allows for this flexibility if necessary in the future.
5. We request the petitioner remove the 40’ radius dimension in note “f” under the Transportation and Access section of the Development Standards. We request the petitioner add wording that states that the final radius dimension for the intersection of Colwick and Greenwich will be based up on the appropriate dimension need to adequately serve the proper design vehicle, and the existing pedestrian access.

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.

6. Adequate sight triangles must be reserved at the existing/proposed street and parking deck entrances. 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.
7. The proposed driveway connections to Randolph Road and Colwick Road will require a driveway permit to be submitted to CDOT of Transportation for review and approval. The exact driveway locations and type/width of the driveways and curb returns 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.
8. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
9. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
10. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard items (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. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

If we can be of further assistance, please advise.

Tammie Keplinger
October 23, 2014
Page 3 of 3

R. Grochoske

cc: S. Correll
Rezoning File