



Charlotte Department of Transportation

Memorandum

Date: February 3, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 15-034: Approximately 27 acres located on the southwest corner at the intersection of Colony Road and Sharon 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 7,550 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 26,270 trips per day.

CDOT has met with the petitioner regarding the need for a Traffic Impact Study (TIS) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity. CDOT and Planning are currently working with the petitioner prior to beginning the TIS to determine the traffic study requirements such as needed street connections, land use densities, and possible future traffic signal locations for the proposed development. We will provide additional comments following our review of the Traffic Impact Study.

Overview

This petition is located in a Mixed Use Activity Center, and seeks to develop an intense mix of land uses that will generate a significant volume of traffic. CDOT generally supports this type of development within these activity centers provided that street connections are achieved and the design of the site helps create a walkable environment. This means the site plan should build on the existing network of local streets by making new connections wherever possible. The design of the interior sidewalk network, and urban design of the buildings should also reinforce the walkable nature of the site.

CDOT requests the following changes to the rezoning plan:

1. This petition should include a new vehicular connection to Adair Court. It is presently unclear if right-of-way exists to make this connection or property will need to be acquired. CDOT will work with the petitioner as necessary to ensure this connection is made. If justified, CDOT would support new traffic signals on Adair Ct. at Morrison Blvd.

2. We request that pedestrian refuge be provided on Colony Road at Private Street A. The proposed full access at this location will be very difficult to control and operate, due to the close proximity of the existing signal at Colony Rd. /Sharron Rd. The design of this intersection needs to be determined during the TIS approval process.
3. Rexford Road and Adair Street are depicted as private streets, which we can support. However these two new street need to be designed and implemented to public street standards to accommodate multimodal needs.
4. The following new traffic/pedestrian signal locations may need to be implemented with this development as determined by the TIS recommendations:
 - Morrison Blvd. and Adair Court
 - Colony Road and Adair Court
 - Roxborough Rd. and Rexford Rd.
 - Sharon Rd. and Rexford Rd. (*not a full access*)
5. The TIS needs to determine the best traffic control treatment to be used at Adair Court/Rexford Road.
6. The petitioner has recommended a northbound left-over on Sharron Rd. /Rexford Rd. Sharron Rd. between Colony Road and Morrison Blvd. is very critical to CDOT's signal operations. Also CDOT is aware of another proposed rezoning petition located on the southeast quadrant of Sharron Rd. and Morrison Blvd. that will mostly likely need dual southbound left turns on Sharon Rd. at Morrison. CDOT is concerned about the additional left turn demand onto Morrison.

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. The proposed driveway connections to Sharon Rd., Colony Rd., Roxborough Rd., Morrison Blvd. and Adair Ct. will require a driveway permit 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. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

Tammie Keplinger

February 3, 2015

Page 3 of 3

4. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
5. 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.

R. Grochoske

cc: S. Correll
Rezoning File