



# Charlotte Department of Transportation

## Memorandum

---

March 16, 2012

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

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

*Rich H. Grubbs for*

**Subject:** Rezoning Petition 12-049: Approximately 34.0 acres located on the west side of Carmel Road between Quail Hollow Road and Bridgewood Lane  
*(revised June 15, 2012)*

---

CDOT previously commented to you regarding the subject petition in our March 16<sup>th</sup> memoranda. We have reviewed the revised site plan and offer the following comments.

### Vehicle Trip Generation

This site could generate approximately 1,500 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 2,700 trips per day. This will have a minor impact on the surrounding thoroughfare system.

### CDOT requests the following changes to the rezoning plan:

CDOT has completed its review and provided comments relative to a required Technical Transportation Memorandum (TTM) for the subject petition on June 7, 2012. The petitioner has requested a meeting with Planning and CDOT to discuss and work through our comments, which has been scheduled. As of this date, the revised site plan has addressed one out four of CDOT's transportation issues. We are anticipating a productive meeting next week with the petitioner to address the following outstanding transportation issues.

1. The Petitioner needs to implement a raised landscaped median approximately 8' x 50' on Carmel Road just north of Quail Wood Drive. This raised landscape median will serve two purposes: 1) a traffic calming device and 2) a pedestrian refuge area for pedestrians/bicyclists desiring to cross Carmel Road at this location.
2. The Petitioner needs to implement a raised right turn island in the northwest quadrant of the Quail Hollow Road and Carmel Road intersection (i.e. similar to the existing raised island located in the southwest quadrant, expect much smaller). This improvement will provide pedestrian refuge and shorter pedestrian crossing distances, which reduces vehicle delays when pedestrians are crossing either street at this location. Traffic signal

Tammie Keplinger

June 22, 2012

Page 2 of 2

(i.e. additional pedestrian signal indications) and pavement markings modification maybe required to implement this improvement.

3. The petitioner needs to implement two (2) shared pedestrian/bike hard-paths connecting the proposed site to the existing Old Towne Village Shopping Center. These connections will provide a more direct path for residents to access and patronize the existing retail. The connections need to be designed to provide a safe passage from the proposed site's private "spine" street and the existing shopping center's rear parking area, including lighting for the evening use.

If we can be of further assistance, please advise.

FO

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