



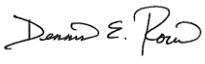
# Charlotte Department of Transportation

## Memorandum

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**Date:** April 29, 2014

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

**From:** Dennis Rorie, PE   
Development Services Division

**Subject:** Rezoning Petition 14-050: Approximately 9.09 acres located on the southwest corner at the intersection of Carmel Road and Colony Road.

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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 210 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 270 trips per day.

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

1. It appears that this site would meet the requirements of the safety rail warrants along the sidewalk adjacent to the existing pond, as identified in the Charlotte Land Development Standards. The proposed safety rail is not shown on the current rezoning site plan.

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

1. CDOT requests the petitioner to show on the site plan the installation of a median along the access drive on Carmel Road to restrict the driveway to right in/right out movements. The design of the median will be detailed during the construction permitting process.
2. It appears that a proposed privacy wall is shown within the 35' x 35' sight triangles at the intersection of Carmel and Colony Roads. While not required in the UR Zoning District, we request that the proposed wall be relocated out of the 35' x 35' sight triangle.

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.

Tammie Keplinger

April 29, 2014

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1. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte. CDOT has determined that a left-turn lane is necessary to serve the traffic using the proposed public street 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 public street connection provided that a left-turn lane is constructed on Colony Road. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the public street connection. The left-turn lane needs to be designed using CDOT standards with a minimum 150 feet of storage. This roadway improvement is required to meet the traffic demands of the proposed development.
2. Adequate sight triangles must be reserved at the existing/proposed street 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.
3. The proposed driveway connections to Carmel Road and Colony 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.
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.Leonard

cc: S. Correll  
Rezoning File