


# Charlotte Department of Transportation

## Memorandum

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**Date:** August 2, 2007

**To:** Keith MacVean  
Charlotte-Mecklenburg Planning Department

**From:** Scott L. Putnam   
Development Services Division

**Subject:** Rezoning Petition 07-114: Located at the intersection of Quail Wood Drive and Carmel Road

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**Consistency with Transportation Action Plan (TAP):** The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

- Goal 1 of the TAP relies on the Centers, Corridors and Wedges land use strategy to be implemented. This project site is located in a Wedge and appears to support the Centers, Corridors and Wedges land use strategy.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are identified below that need to be addressed for CDOT's support of the petition and to bring the site plan into compliance with the TAP and best practices for multimodal transportation.

### Vehicle Trip Generation

This site could generate approximately 4,000 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,300 trips per day. This will have a minor impact on the surrounding thoroughfare system.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. The Carmel Road access to the proposed development needs to be a public street extending to the McMullen Creek greenway terminating as a cul-de-sac with a tee intersection in the middle of the site and then extending south to Quail Forest Drive for the following reasons:
  - a. To support the City Council adopted Transportation Action Plan and Connectivity Policies.
  - b. To increase road network and access choices for the traveling public.
  - c. To provide a public access to the McMullen Creek greenway.

2. Existing markings, curb and gutter on Carmel Road need to be shown on the conditional plan to determine whether the location of the driveways meet CDOT design guidelines and access policies.
3. It is not recommended that the swimming pool for the site be located in the median of the main entrance. Should this be a public street as described above, then a swimming pool will not be approved within the median.
4. The abandonment of the right-of-way as indicated on the site plan will need to be completed prior to multi-family approval, and should be coordinated with Linda Poissant at 704-336-2562.

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. The petitioner should provide 6-foot sidewalks and 8-foot planting strips on Carmel Road consistent with TAP and best practices.
2. It is requested that the site plan provide an internal system of sidewalks that connects the building entrance(s) to the sidewalk(s) along both Carmel Road and Quail Forest Drive.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

Carmel Road is a minor thoroughfare requiring a minimum of 70 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 35 feet from the centerline of the roadway.

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.

All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

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

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

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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.

To facilitate building permit/driveway permit review and approval, the site plan must include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II driveways (proposed public street).
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske  
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Rezoning File (2)