


# Charlotte Department of Transportation

## Memorandum

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**Date:** May 28, 2008

**To:** Tammie Keplinger & Tom Drake  
Charlotte-Mecklenburg Planning Department

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

**Subject:** Rezoning Petition 08-109: Located on the east side of Colony Road  
between Rea Road and Stonecroft Park Drive

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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 does not appear 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 70 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 530 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. This land use is not appropriate for the parking reduction allowed by MUDD. As this site is in a wedge with minimal transit service (express bus, peak hours only) and patients of the medical office do not typically walk to see the doctor, this site needs to be parked at the ordinance minimums for general office (1 space/300 ft<sup>2</sup>) and medical office (1 space/200 ft<sup>2</sup>).
2. The location of the proposed building cannot impede intersection sight distance (ISD) for existing driveways along Colony Road. The adjacent shopping center driveway requires a minimum of 445 feet of ISD. For the proposed right-in/right-out driveway accessing this site, at least 385 feet of ISD is required.

3. Because of the median on Colony Road, the channelizing island is not needed to restrict the driveway to right-in/right-out movements. This item needs to be deleted from the site plan.

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

Colony Road is an Avenue (*Urban Street Design Guidelines*) requiring a minimum of 90 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 45 feet from the centerline of the roadway.

Adequate sight triangles must be reserved at the existing/proposed street entrance. Two 10' x 10' sight triangles are required for the entrance to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance. Such items should be identified on the site plan.

The exact driveway location and type/width of the driveway 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 driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

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 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.

SLP

- c: R. H. Grochoske (via email)
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