

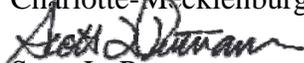


Charlotte Department of Transportation

Memorandum

Date: January 4, 2008

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-037: Located on the north side of E. Morehead Street
between Queens Road and Bromley Road

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 80 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 400 trips per day. This will have a minor impact on the surrounding thoroughfare system.

We have no specific comments that are critical to CDOT's support of the rezoning petition.

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

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 10' x 10' and two 10' x 70' sight triangles are required for the entrance(s) to meet requirements, measured from the back of sidewalk and the edge of the driveway. 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.

The proposed driveway connection to Morehead Street will require a driveway permit to be submitted to CDOT and the North Carolina Department of Transportation for review and

approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) 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.

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 an existing NCDOT maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by NCDOT prior to the construction/installation of the non-standard item(s). Contact NCDOT for additional information concerning cost, submittal, and other requirements.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske (via email)
M.A. Cook – Review Engineer (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E.D. McDonald (via email)
Louis L. Mitchell/ NCDOT (via email)
Joanne Charnetski/ Ronal Mc Donald House Corporation (via email)
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Rezoning File