



Charlotte Department of Transportation

Memorandum

Date: September 27, 2010

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

From: Michael A. Davis, PE *Mike H. Gubala for*
Development Services Division

Subject: Rezoning Petition 10-071: Located on the north side of Arosa Avenue
between East Morehead Street and Dilworth
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 implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Wedge. Such areas should include an interconnected network of thoroughfares and local streets. Specific comments are provided below to better link proposed changes in land use with improved transportation network.

Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are provided below to bring the petition into compliance with best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 10 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 100 trips per day. This will have a minor impact on the surrounding thoroughfare system.

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.

1. The circulation for the proposed parking spaces on the site needs to allow for adequate turn around area to prevent vehicles from backing into and out of the public right-of-way.
2. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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3. 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: R. H. Grochoske (via email)
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Rezoning File