



Charlotte Department of Transportation

Memorandum

Date: August 19, 2011

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 2011-068: Approximately 1.50 acres located on East Morehead St between Kenilworth and Monticello Trail

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 400 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,950 trips per day. This will have a significant impact on the surrounding thoroughfare system. Therefore, CDOT is requesting the petitioner submit a Transportation Technical Memorandum for review to identify potential transportation impacts and associated mitigation measures.

CDOT requests the following changes to the rezoning plan:

1. The site plan dated (7/25/11) is inadequate for CDOT to provide detailed site specific comments. As such, CDOT requests that the petitioner submit a more detailed conceptual site plan that shows elements such as proposed uses, building(s) footprints, parking areas, drive aisles, and internal circulation routes so that we can perform a more site specific review. CDOT will have additional comments after the petitioner provides a more detailed site plan for review.
2. It is unlikely CDOT will support three driveway connections to Morehead. We will review access as greater site design detail is made available.
3. East Morehead Street (NC Hwy 27) is an existing major thoroughfare which requires a minimum of eighty (80') feet of right of way per section 12.103 of the Zoning Ordinance. CDOT requests that the petitioner dedicate forty feet (40') of right way, measured from the centerline of the existing right of way into their site.

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. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte.
2. 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.
3. The proposed driveway connection(s) to East Morehead Street (NC Hwy 27) will require a driveway permit(s) 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.
4. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT and NCDOT 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: R. H. Grochoske
A. Christenbury
R. Odynski
Rezoning File