



Charlotte Department of Transportation

Memorandum

Date: March 16, 2012

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 12-038: Approximately 17.91 acres located on the south side of West Morehead Street near the intersection of Interstate 77 and Interstate 277

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

Under the proposed MUDD-O zoning the site could generate approximate 1,450 trips per day. Under the existing MUDD zoning the trips generation could vary greatly based on the use. This zoning change should not significantly affect the vehicle trip generation.

CDOT requests the following changes to the rezoning plan:

1. We request the petitioner remove the note from the current site plan indicating the existing back-of-curb sidewalk to remain. The revised site plan should indicate the implementation of both an 8' planting strip and 8' sidewalk along the site's West Morehead Street frontage (as shown in cross-section 'A-2'). The pedestrian streetscape and landscaping improvements, should be implemented concurrent with initial phases of construction on the overall site, as opposed to waiting on the development of the sites fronting Morehead. The existing curb and gutter along the site's West Morehead Street frontage is in poor condition with several non-functioning driveway cuts. The petitioner needs to be aware during the construction plan review process the City may require the existing curb and gutter to be replaced.
2. We request that bicycle connectivity be preserved between Clarkson and Cedar Streets. There are two options to achieve this:
 - a) Ensure the use of the private street parallel to Morehead between Cedar and Clarkson Streets for bicyclists; or

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- b) Provide a 10' shared-use path with an 8' planting strip along the site frontage (increase the proposed 8' sidewalk to 10') along Morehead from the Cedar Street intersection to Clarkson Street.

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. 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.
2. The proposed driveway connection(s) to West Morehead Street 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
3. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
4. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
5. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, fencing 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.

We anticipate that NCDOT will request the following, and recommend the Petitioner work directly with NCDOT regarding the anticipated request.

Since Morehead is a state-maintained facility, we anticipate that NCDOT will require the existing curb and gutter to be replaced and all non-functioning driveways to be removed as a condition of their driveway approval. As such, we encourage the petitioner work directly with NCDOT during the rezoning process regarding their requirements and include these improvements on the revised site plan.

If we can be of further assistance, please advise.

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cc: R. H. Grochoske
B. D. Horton
Louis Mitchell (NCDOT)
Rezoning File