


Charlotte Department of Transportation

Memorandum

Date: October 15, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 07-113: Located on the south side of West Morehead Street, just west of I-77 (revised 9/26/07)

We previously commented on this petition in our July 31, 2007 memorandum to you.

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 Corridor 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 1,900 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 900 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. I-77 is Class I facility, expressway, requiring a minimum of 175 feet of right-of-way, and the developer/petitioner needs to indicated on the plan the fee-simple conveyance of right-of-way to meet this requirement, measuring 175 feet from the centerline of the roadway.
2. Radio Street needs to be abandoned and its access to Morehead Street removed. Its connection with Morehead Street has poor sight distance and the right-of-way is constrained, precluding construction of a public street as proposed on the plan. Additionally, parking is shown in the setback, accessing the parking spaces requires maneuvering in the right-of-way and setback (not permitted), and sidewalks/planting strips cannot be constructed. (*Previous Review Comment – 1*)

3. Radio Street was shown on the previous site plan as a public street and is shown as a private street on the current site plan. There is a separate process and public hearing for closing public streets. The petitioner can contact Linda Poissant (704.336.2562) of CDOT for information concerning the City's right-of-way abandonment process.
4. Radio Street's access to Morehead Street needs to be removed whether it is a public or private street due to conditions of inadequate sight distance as stated above. The petitioner proposes to address the sight distance issue by narrowing Morehead Street and constructing a median to restrict movements to right-in and right-out only. These proposed changes to Morehead Street will need to be further evaluated and reviewed by both CDOT and the NCDOT because Morehead Street is a state maintained roadway. The petitioner needs to submit a revised site plan representing current conditions should CDOT and NCDOT not approve the proposed changes.
5. Show the I-77 Ramp/Morehead Street intersection and the limits of the I-77 controlled-access right-of-way on the site plan. (*Previous Review Comment – 1*)
6. A connection and cross-access easement with the parcel to the south of the site (DB 19763, Page 595) will need to be provided during the urban review process in order to construct the connection to the adjacent property. (*Previous Review Comment – 1*)
7. The revised site plan includes a detail for the plaza that shows a portion of the “decorative fountain with bubblers” and an unidentified feature within the public right-of-way. These items require approval by CDOT and/or the NCDOT through a separate right-of-way encroachment process and may not be permitted. Should Radio Street be abandoned, these items would not be in the public right-of-way.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske
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Rezoning File (2)