



Charlotte Department of Transportation

Memorandum

Date: July 31, 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

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. Radio Street needs to be abandoned and closed. 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.
2. The existing angled parking on the west side of the site needs to be removed/reconfigured to meet existing ordinance requirements and design standards, including the Land Development Standards Manual.
3. The existing driveway to Morehead Street on the west side of the site must be relocated and upgraded to meet current City and NCDOT driveway regulations. It must be at least 26 feet

wide for two-way operation, 10 feet off the property line, and 20 feet from any adjacent driveway.

4. Show the I-77 Ramp/Morehead Street intersection and the limits of the I-77 controlled-access right-of-way on the site plan.
5. A connection and cross-access easement with the parcel to the south of the site (DB 19763, Page 595) needs to be provided to allow access to Bryant Street.
6. In the Pedestrian Overlay District (PED) the setbacks are measured from an existing or proposed curblineline. Both the setback and the proposed curblineline need to match what is proposed in the West Morehead Pedscape plan.
7. Morehead Street needs to be labeled as US 29/NC 27.

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. 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 driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location and type/width of the driveway will be determined by CDOT during the driveway permit process. The location of the driveway shown on the site plan is 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.

All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

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 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 NCDOT prior to the construction/installation of the non-standard item(s). Contact NCDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

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To facilitate building permit/driveway permit review and approval, the site plan must be revised to include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II-modified driveways with 8-foot radii.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske
M.M. Magnasco/CDOT Review Engineer
J.D. Kimbler
A. Christenbury
E.D. McDonald
Budget Development Partners, LLC/James Bennett
Kennedy Covington/John Carmichael
Rezoning File (2)