

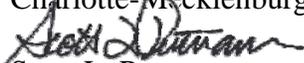


Charlotte Department of Transportation

Memorandum

Date: October 18, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 07-133: Located on the north side of Albemarle Road between I-485 and Rocky River Church Road, abutting Mint Hill Jurisdiction (revised 10/1/07)

We previously commented on this petition in our August 29 and September 12, 2007 memoranda 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 Wedge and appears to support the Centers, Corridors and Wedges land use strategy as limited commercial activity within a Wedge.
- 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.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. Our previous review comments indicated that only one driveway was needed to access the site and the other one needed to be removed. The revised site plan shows a new private driveway that is stubbed to the property line. We cannot support this driveway connection as shown because the design/operation of the pick-up/drop-off and existing paved area in front of the structure. (*Previous review comment*)
2. Maneuvering is not permitted in the setback as shown on the revised site plan. The paved area/curb in front of the pick-up/drop-off area needs to be removed. In order for the pick-up/drop-off area to function adequately, a one-way driveway needs to be provided that circulates around the rear of the structure to access the proposed parking area and its driveway.

Keith MacVean
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If we can be of further assistance, please advise.

SLP

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