


# Charlotte Department of Transportation

## Memorandum

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**Date:** September 23, 2008

**To:** Tammie Keplinger & Tom Drake  
Charlotte-Mecklenburg Planning Department

**From:**   
Scott L. Putnam  
Development Services Division

**Subject:** Rezoning Petition 08-102: Located on the north side of Marsh Road  
between South Boulevard and Melbourne  
Court (Revised 08/15/08)

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We previously commented on this petition in our June 5, 2008 memorandum to you,

### **Consistency with Transportation Action Plan (TAP)**

The TAP relies on the Centers, Corridors, and Wedges land use strategy to be implemented. This project site is located in a Wedge and does not appear to support the Centers, Corridors and Wedges land use strategy. Although the site is within a quarter-mile of a transit station, this site was designated a Wedge to protect the established neighborhood of Sedgewfield. The New Bern Station Area Plan was adopted by City Council July 22, 2008. The subject rezoning petition (land-use) does adhere to this approved plan.

### **Vehicle Trip Generation**

This site generates approximately 20 trips per day as currently zoned as R-4. The revised site plan indicates that the proposed development will be limited to a maximum number of 18 units. In our June 5, 2008 memorandum the trip generation amount was based on a maximum of 24 units. For this reason, under the proposed zoning the site could generate approximately 100 trips per day rather than 140 trips per day previously reported. This increase of trips will have a minor impact on the thoroughfare system in the area.

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

1. The revised site plan shows the driveway located within the Marsh Road/Melbourne Court intersection. Typically, driveways are not permitted within public street intersections. Because of the site's narrow width, we agree that this is the best location for the driveway. However, the driveway centerline will need to directly align with the Melbourne Court centerline and the driveway will need to be constructed as a Type III (street type) rather than a Type II (drop curb-ramp type). The site plan needs to be revised accordingly.

Tammie Keplinger & Tom Drake  
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If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske (via email)  
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Rezoning File