

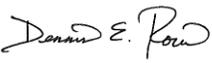


Charlotte Department of Transportation

Memorandum

Date: November 22, 2013

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Dennis E. Rorie, PE 
Development Services Division

Subject: Rezoning Petition 13-092: Approximately 2.77 acres located on the north side E. Morehead St & Kenilworth Ave, between E. Morehead & Harding Pl.

We previously commented on this petition in our October 25, 2013 memorandum.

CDOT has required the petitioner provide a Transportation Impact Analysis (TIA) to evaluate the transportation impacts associated with the subject rezoning petition. CDOT has not received the TIA as of the date of this memo. We will provide specific TIA comments in subsequent memoranda after the petitioner has submitted the document for review. We anticipate the TIA will be submitted within the next two weeks.

We have the following comments regarding apparent conflicts between the proposed rezoning and existing ordinances or policies:

1. We understand the petitioner intends to remove an existing tree, which appears to be protected under City Code, along East Morehead Street in order to install the easternmost driveway. We recommend the petitioner coordinate with the City Arborist's office early in the rezoning process to identify any required tree mitigation fees.
2. The petitioner intends to provide a 4' bike lane along the site's property frontage on Kenilworth Avenue as described in Transportation Note "a". However, the Midtown, Morehead, Cherry Area Plan recommends a 5' bike lane (see Figure 1). We request the petitioner revise Transportation note "a" and the site plan to accommodate the 5' bike lane.
 - a. The petitioner has requested CDOT support an alternate design for the 4' to 5' bike lane transition that would preserve the 5' bike lane dimension identified in the Midtown, Morehead, Cherry Area Plan along the site's entire frontage on Kenilworth Avenue. CDOT has requested the petitioner provide a "plan view" conceptual sketch/drawing that shows how the bike lane transition will occur along the site's property frontage on Kenilworth in order to properly evaluate this request. The requested sketch/drawing has not been provided as of the time of this memo, but will be needed prior to CDOT's support of any bike lane dimension less than the 5' bike lane recommended in the area plan.



Figure 1: Recommended Kenilworth Street Cross Section

In addition to the comments above, CDOT requests the following changes to the rezoning plan:

1. East Morehead Street (NC Hwy 27) is an existing major thoroughfare which requires a minimum of eighty (80') feet of right of way per section 12.103 of the Zoning Ordinance. CDOT requests that the petitioner dedicate forty feet (40') of right way, measured from the centerline of the existing right of way into their site.

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. Based on the site plan and multiple points of site access, it appears the site can operate effectively with one driveway onto East Morehead Street. However, the petitioner has requested CDOT evaluate an additional exit only driveway onto Morehead. The results of the TIA along with our evaluation of the document will inform of us of the appropriateness of this driveway. The highest form of access that CDOT anticipates we will be able to support for this driveway is "right-out" only.
2. The proposed driveway connections to East Morehead Street and Harding Place will require driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways shown on the site plan are subject to change in order to align with driveways 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, 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.

If we can be of further assistance, please advise.

cc: S. Correll
Rezoning File