


# Charlotte Department of Transportation

## Memorandum

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**Date:** October 31, 2007

**To:** Keith MacVean  
Charlotte-Mecklenburg Planning Department

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

**Subject:** Rezoning Petition 07-152: Located on the southeast corner of East Morehead Street and Euclid Avenue

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**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 appears to support the Centers, Corridors and Wedges land use strategy as increased mixed-use activity within a Corridor.
- 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

With the array of uses allowed in B-1 and MUDD zoning categories, a wide range of trip generation is possible for either the existing or proposed zoning scenarios. Given the size of the site, its proximity to transit, and the good street network in the area, CDOT feels that there should only be minor impacts to the transportation system resulting from this rezoning.

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

1. All existing driveways that are not approved for access to the proposed development are required to be removed and replaced with curb/gutter and sidewalk. This needs to be noted on the site plan.
2. Generally, the practical maximum comfortable slope for parking deck ramps is 10%. We are concerned with the 16% ramp slopes shown on the site plan. Additionally, 10'x10' sight triangles are required at the parking deck driveways. Parking spaces, aisles, and circulation must meet the minimum standards as provided in the Charlotte Land Development Standards Manual. The parking deck must be in conformance with CDOT's parking deck design

guidelines. The parking deck design will be reviewed during the building/driveway permit process.

3. The existing right-of-way for Euclid Avenue and East Morehead Street needs to be accurately shown and dimensioned on the conditional site plan.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

East Morehead Street is a major thoroughfare (inside Route 4) requiring a minimum of 80 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, if it does not already exist, measuring 40 feet from the centerline of the roadway.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' 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(s) to Euclid Avenue will require a driveway permit(s) to be submitted to CDOT for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are 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.

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 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.

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' minimum radii.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)