


Charlotte Department of Transportation

Memorandum

Date: December 19, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-025: Located on the northwest corner of East Morehead Street and Royal Court

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.
- 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 100 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 2,400 trips per day. Even though this is a more intense use of the site, because there is adequate street network in the area, we expect it to have a minor impact on the surrounding thoroughfare system provided the access to Morehead Street is eliminated.

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

1. The full access movement on East Morehead Street needs to be eliminated, because the potential traffic volume that this development could generate would have an impact/conflict with increasing traffic volumes on East Morehead Street. East Morehead Street is maintained by the North Carolina Department of Transportation (NCDOT) and removing this driveway will eliminate the need for the NCDOT's driveway permit review. The proposed driveways on Royal Court and access to the traffic signal at Euclid Avenue are sufficient to accommodate the trips generated by this facility.

2. The right-of-way on Royal Court needs to increase from 40 feet to 60 feet to accommodate the proposed planting strip and sidewalk. The building setback can still be measured at the back-of-curb.
3. The conditional plan needs to identify the development right of Parcel B. If this parcel will always remain vacant, this needs to be noted on the conditional plan.
4. Any gates being proposed for the parking deck need to be located a minimum of 20 feet behind the back of setback or sidewalk to allow for a sufficient area for standing vehicles waiting for the gate to open. 10'x10' sight triangles are required at parking deck driveways with legs of the triangles measured along the setback line and along the drive aisle within the parking deck. These items will be reviewed during the urban/driveway permit process.

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 intersection(s). Two 35' x 35' and two 10' x 70' sight triangles are required for the intersection(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 East Morehead Street will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The proposed driveway connections to Royal Court require a City permit only. 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.
- 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

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Rezoning File