



Charlotte Department of Transportation

Memorandum

Date: August 25, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-137: Located on the south side of Kenilworth Avenue between East Morehead Street and Harding Place

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.
- 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 500 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 7,700 trips per day. This will have a significant impact on the surrounding thoroughfare system.

We have met with the petitioner and discussed a mitigation package for the project's impact on the roadway network. These improvements have been included in the site plan for the rezoning petition.

Although no access is proposed to Morehead Street, the developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.

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

1. The mitigation package included the driveway onto Kenilworth Avenue to be signed as Right-In/Right-Out. This needs to be shown on the site plan.

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. We have concerns for the parking deck ramp design just beyond the gate controls. The short radius 90° turn is too small for 2-way traffic operation. Passenger vehicle turning templates need to be used for the design of this right-angled section of the ramp. Additionally the storage area walls present a blind corner at this location. Although these items will be reviewed during subsequent permitting processes, we recommend that these items be addressed at this time.
2. It appears from the configuration of the interior roundabout that the traffic entering the site from either driveway near the corner of Kenilworth Avenue and Harding Place may drive in the opposite direction of the one-way traffic to get to the parking garage ramp. Though this detailed review will be handled in subsequent review phases, we recommend this be reconfigured to consider traffic proceeding to the ramp.
3. As shown on the site plan, the accessible parking spaces do not include a van accessible space.

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 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 Kenilworth Avenue and Harding Place will require 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

Tom Drake & Tammie Keplinger

August 25, 2008

Page 3 of 3

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:

- Meet applicable standards in the Charlotte Land Development Standards Manual (latest revision).
- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb 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.
- Directional wheelchair ramps (two per corner) should be provided at all intersections of public and private streets.

If we can be of further assistance, please advise.

SLP

- c: R. H. Grochoske (via email)
S. L. Habina – Review Engineer (via email)
B. D. Horton (via email)
A. Christenbury (via email)
M. A. Makoid (via email)
Planet 5, LLC (via email)
King & Spalding, LLP
Jeff Brown, Keith MacVean, & Bambi Lohr (via email)
NCDOT/Louis Mitchell (via email)
NCDOT/Scott Cole (via email)
Rezoning File