

Curblines

The proposed zoning district has a setback measured from an existing or proposed future curblines. The locations of the future curblines are as follows:

1. North Brevard Street existing curblines to remain as is
2. Parkwood Ave. curblines is relocated 6 feet to provide for on-street parallel parking
3. North Caldwell Street (no existing curblines) curblines needs to be established 17.5 feet from its existing centerline to provide for a local residential wide street cross-section.
4. 21st Street curblines needs to be relocated 17.5 feet from its existing centerline to provide for a local residential wide street cross-section.

Resolved Issues

1. The petitioner needs to coordinate the site's design and frontage improvements along Parkwood Avenue with the City's Parkwood Streetscape NECI project. The subject CIP Parkwood project is not likely to go to construction before 2018; therefore it is preferred that the petitioner construct the streetscape improvements to include an 8' wide recessed parking lane (6' + 2' gutter pan) and 15' wide multi-use (MUP) path located along the site's back of curb Parkwood Avenue's recessed on-street parking curb line. There will be some minor radius adjustments at the intersection of Parkwood Avenue/Brevard Street, which will be signalized as part of the CAT's BLE project. The petitioner should coordinate with Len Chapman, EPM's Project Manager regarding the City's Parkwood Streetscape Project.
2. We request the petitioner to dedicate right-of-way, in fee simple associated with the above City Parkwood project (including construction and/or sidewalk/utility easements) at the time of development or when requested by the City, whichever occurs first.
3. CDOT has rescinded the below comment. CDOT recommends that the proposed site driveway on Brevard Street be removed to minimize potential vehicular/pedestrian conflicts along the site's Brevard Street frontage. The site plan should be revised to depict the development's vehicular access from 21st and North Caldwell Streets.
4. CDOT recommends that pedestrian entrances provide good connectivity Parkwood BLE Station, directly across Brevard Street. The site plan should be revised to show all pedestrian connections to the Parkwood Station with appropriate crossing treatments where necessary.
5. CDOT will support on-street parallel parking on Parkwood Avenue and the tangent section of North Brevard Street. The petitioner should revise the site plan to depict recessed parking on both streets. The recessed parking on Parkwood should be 8' wide (6' plus 2' gutter pan) due to the road's curvature. The recessed parking on Brevard should be 7' wide (5' + 2' wide gutter pan). The planting strip along Parkwood Avenue will be eliminated to provide the on-street parking and the 15' wide multi-use path placed at back-of-curb. Street trees will need to be

place in the recessed parking bump outs (i.e. between every two parking spaces). Accessible on-street spaces will be required if marked parallel parking spaces are provided on public streets surrounding the site.

Outstanding Issues

1. The petitioner needs to revise the site plan to depict and dimension future back of curblines on North Caldwell Ave. and 21st. Street (see curblines section above).
2. The petitioner needs to revise the Streetscape conditional notes C and D to read: install an 8 foot sidewalk on both North Caldwell and 21st Streets due to the proposed TOD zoning and near-by BLE Parkwood Station.
3. The petitioner needs to revise the site plan and add conditional notes to provide accessible pedestrian ramps on both sides of North Brevard street to access the proposed BLE Parkwood Station multi-use path approximately 250 feet north of Parkwood Ave. The petitioner needs to also remove the high-visibility mid-block pedestrian crosswalk on North Brevard Street.
4. The petitioner needs to add a conditional note to add the required number of accessible on-street parking spaces surrounding the site.

Advisory Information

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. The setback for this district is measured from the back of the existing or future curblines as determined by CDOT and Planning during the permitting process.
2. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte.
3. 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.
4. The proposed driveway connection(s) to Central Ave. will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

7. 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