

Resolved Issues

1. CDOT has resented the below comment due to a land swap for dedicated right-of-way and construction of the proposed XCT by the petitioner:
 The Petitioner needs to revise the site plan to depict an east/west street connection through the site to connect to 26th Street and a future street stub from Jordan Place required by petition 2015-51 (See below exhibit). We recommend the petitioner provide more detailed information regarding the site’s proposed land use(s) so that the future street connection can be properly sized, to include on-street recessed parking. Without further information the east/west street connection through the site should be a Local Office/Commercial Wide typical street section (See CLDSM U-05A). This East/West Street connection needs to be implemented and platted before the site’s first building’s CO is issued.

2. The Petitioner needs to revise the site plan to depict and reserve right-of-way for the planned Cross Charlotte trail (XCLT) project. The City’s XCLT team has recently reviewed the trail’s proposed alignment and right-of-way needs with the petitioner/developer (see below exhibit showing XCLT proposed alignment).

3. CDOT supports an abandonment of the 27th Street (existing paper street generally depicted on the site plan), excluding right-of-way needed for the planned Cross-Charlotte Trail).

4. Add a conditional note: The petitioner shall coordinate all XCT right-of-way and improvements associated with the site with Ms. Vivian Colman (CDOT) and Mr. Joe Fry (EPM).

5. The petitioner needs to revise the site plan (Sheet RZ-3) to depict a Developer Provided Pedestrian Connection between the site/XCLT alignment and North Brevard Street within 26th Street paper right-of-way. Also revise conditional note 6.d to state the pedestrian connection shall be an 8 foot wide concrete connection with landscaping, including necessary accessible pedestrian ramps on both sides of North Brevard Street. This pedestrian connection will only be implemented if necessary environmental permits are obtained.

6. The petitioner needs to revise the site plan (Sheet RZ-3) to depict a Developer Provided Pedestrian Connection between the XCLT proposed alignment along Sugar Creek and Norfolk Southern RR right-of-way. This pedestrian connection shall be equivalent to the proposed XCT 31 feet cross-section within tax parcel 083-052-06 along the site’s western property line. Should the proposed XCT continue east along the Sugar Creek alignment the pedestrian connection shall be reduced to an 8’ wide concrete sidewalk with landscaping to provide access to North Davidson Street.

7. The petitioner needs to revise the site plan and depict on Sheet RZ-3 a Developer Provided Pedestrian Connection along the site's East 26th Street frontage to provide a continuous path to North Davidson Street. Also revise conditional note 6.b. to state an 8 foot wide pedestrian connection, including necessary accessible pedestrian ramps at North Davidson/26th Street and landscaping shall be determined and approved during the permit approval process.
8. The petitioner needs to revise the site plan and add a conditional note: When tax parcel number 083-052-06 is redeveloped the petitioner shall dedicated 35.5 feet of right-of-way in fee simple along the site's 26th Street frontage as measured for the street's existing centerline. This dimension will accommodate one-half of a local residential wide street cross-section.
9. The petitioner needs to revise the site plan (Sheet RZ-3) to depict a Developer Provided Pedestrian Connection within 26th Street's paper right-of-way between the site's/XCT alignment and southern end of 26th Street. Also revise conditional note 6.c to state the pedestrian connection shall be an 8 foot wide concrete connection with landscaping. Remove the last sentence in conditional note 6.c.
10. The petitioner needs to revise the site plan and add a conditional note: Before tax parcel number 083-052-06 is redeveloped the petitioner shall improve the site's North Davidson's Street frontage. Transportation improvements include 2.5' curb/gutter and 8' back of curb sidewalk which shall be implemented before the first building certificate of occupancy is issued in Tract 1. [CDOT has rescinded this request].
11. The petitioner needs to revise the site plan and add a conditional note: When tax parcel number 083-052-06 is redeveloped the petitioner shall dedicated 37 feet of right-of-way in fee simple along the site's North Davidson Street frontage as measured for the street's existing centerline. This dimension will accommodate one-half of a "main street" cross-section as specific in *Planning's 25th Transit Area Plan (see below exhibits)*.

Outstanding Issues

1. Add a conditional note: All transportation improvements, including all pedestrian connections shall be completed and approved before the site's first building certificate of occupancy is issued.

25TH STREET TRANSIT STATION AREA

Map 28: CROSS-SECTION LOCATIONS

UrbanStation



25th Street Cross-Sections Locations

Avenues

- A1** North Broad St (East 24th St to Little Sugar Cr)
- A2** North Broad St (Little Sugar Cr to Matheson St)
- A3** North Davidson St (E 28th St to Matheson St)
- A4** Jordan Place (N Broad St to Matheson Av)
- A5** Matheson Av (NCFR Bridge to Pinckney Av)

Main Streets

- M1** North Davidson St (East 24th St to East 28th St)

Local Streets

- S1** Transit-Supportive/ Mixed-Use Areas
- S2** Low-Density Residential Areas
- S3** Office-Commercial Wide

25th Street Transit Station Area

MAIN STREETS



Sidewalk	Raised Planter	Parking	Bike Lane	Travel Lane	Travel Lane	Bike Lane	Parking	Raised Planter	Sidewalk
M1: North Davidson Street (East 24th Street to East 28th Street)									
8'	8'	8'	n/a	13'	13'	n/a	8'	8'	8'
16' / 20' if residential		Relocate curb for recessed parking					16' / 20' if residential		

NOTE: Additional setback footage may be required for additional improvements.

Urban Street Design Guidelines (2007) recommends:
 Maximum Posted Speed – 25 mph.
 Design Speed – 25 mph, equal to posted speed.

Sources: Charlotte Department of Transportation (CDOT), 2012

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 curbline 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.