

Charlotte Department of Transportation

Memorandum

Date: May 26, 2006

To: Keith MacVean
Planning Commission

From: Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 06-092: Located between North Brevard and North Caldwell Streets and between East 12th and East 13th Streets

Trip generation for this petition has not been calculated, for the purpose of the rezoning is not to change any development rights but to deviate from MUDD design standards. The deviations from MUDD standards are not expected to change the size of the allowed development or change the trip generation from what would otherwise be allowed.

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

1. All driveways must align with driveways across streets from this site. Driveways that will not serve the site (i.e. driveways to future parts of the site or vacant parcels) must be removed/closed and replaced with curb, gutter, and sidewalk to be consistent with Chapter 19 of City Code.
2. There needs to be a complete sidewalk network that provides internal pedestrian circulation as well as pedestrian access to and from all abutting streets.
3. Sidewalks adjacent to head-in parking should be at least 8 feet wide to allow for vehicle overhang while maintaining a 6-foot effective width.
4. Curblines for Caldwell, Brevard, and New Streets should be as specified in the City's proposed plans for New Street.

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

Caldwell 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, measuring 40 feet from the centerline of the roadway.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 10' x 10' pedestrian 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 to Brevard Street will require a driveway permit to be submitted to CDOT for review and approval. The locations of the driveway shown on the site plan are subject to change in order to align with driveway on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

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-foot radii.
- 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

c: M.M. Magnasco
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Land Design/Heth Kendrick
Rezoning File (2)
Crosland-Alpha Mill, LLC/Roger Lewis