


# Charlotte Department of Transportation

## Memorandum

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**Date:** August 22, 2007

**To:** Keith MacVean  
Charlotte-Mecklenburg Planning Department

**From:** Scott L. Putnam   
Development Services Division

**Subject:** Rezoning Petition 07-136: Located between West 4th Street, West Martin Luther King Boulevard, South Graham Street and South Mint Street

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**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 Center 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.

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

1. 22-foot setbacks need to be provided along all four abutting streets (16-foot sidewalks with trees in tree pits), consistent with the Center City Transportation Plan.
2. Trucks will be restricted from accessing this site during the following times:
  - a. When the Bank of America Stadium traffic management plan is in effect
  - b. When the Knights Ballpark traffic management plan is in effect
  - c. During special events occurring in 3<sup>rd</sup> Ward Park (Westpark) that require street closure(s), at the discretion of CDOT
  - d. During special events occurring in Uptown that require street closure(s), at the discretion of CDOT (e.g., Speed Street)
  - e. Weekdays 6-9 AM
  - f. Weekdays 3-7 PM

3. Trucks shall not dwell in the right-of-way of Martin Luther King Boulevard (MLK). They shall stop only as incidental to changing direction from forward to reverse or vice-versa.
4. The operation of any driveway to MLK must not conflict with the operation of the driveway to the existing Duke Energy parking deck.

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 proposed street entrances. Two 10' x 10' and sight triangles are required for the entrances 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 connections will require a driveway permit to be submitted to CDOT for review and approval. The exact driveway locations and width(s) of the driveways will be determined by CDOT during the UMUD review process. The locations of the driveways 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.

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 publicly-maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT/NCDOT prior to the construction/installation of the non-standard item(s). Contact CDOT/NCDOT 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.

Keith MacVean  
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If we can be of further assistance, please advise.

SLP

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Rezoning File (2)