

	Proposed Zoning		
Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)
1/25/2016	Retail	150k ft ²	8850
1/25/2016 (updated)	Retail Self-Storage	10k ft ² 140k ft ²	1870

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future curbline for E. 10th Street is the same as what is being proposed by the current site plan. The future curbline on Seigle Ave. needs to take into account a 6' bike lane and parallel on-street parking. Currently the proposed curb line (with angled parking) exceeds this future curbline. CDOT requests that the site plan be updated to reflect this future curbline as described above and according to outstanding issue two below.

Resolved Issues

None

Outstanding Issues

1. CDOT does not support the abandonment of the Stevens St. Right of Way. This Right of Way is planned to be used by the cross charlotte trail in the future.
2. CDOT does not support the reverse angle parking in this location along Seigle Ave. CDOT would support parallel on-street parking.

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.