



## **Curbline**

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future back of curb along the site's Old Concord frontage needs to be 35.5' as measured from the existing edge of pavement on the east side of Old Concord Rd. This curbline should be constructed with the petition and right-of-way dedicated to include 2' behind the permanent sidewalk location.

## **Resolved Issues**

1. As per the Subdivision Ordinance, we understand that the petitioner needs to revise the site plan to designate a local public street between Old Concord Rd. and the site's western property line. This public street needs to be built to local residential wide street typical section as specified in the *Charlotte Land Development Standards* (see CLDS U-03A and U-03, revision 13) including 8' minimum planting strip and 6' wide sidewalk on both sides. This east/west two-way street needs to provide direct access to Old Concord Rd.
2. The petitioner needs to provide detail survey information along the site's Old Concord Rd. frontage between the site's eastern property line and Norfolk Southern Railroad's existing tracks, so that public right-of-way and Old Concord Rd.'s future back of curb can be verified.
3. The petitioner needs to depict and add a conditional note that dedicates in fee simple all property between the site's eastern property/zoning boundary line and the center of the Norfolk Southern Railroad tracks, including tax parcel no. 05143230 to the City as public right-of-way.
4. The petitioner needs to depict and revise the site plan to show a future back of curb location along the site's Old Concord Rd. frontage located 35.5' from the existing edge of pavement on the east side of Old Concord's Rd.
5. We request the petitioner provide an 8' planting strip and 12' wide asphalt multi-use path along the site's Old Concord Rd. frontage in lieu of bike lanes on Old Concord Road.

## **Outstanding Issues**

1. CDOT does not support the proposed one-way circulation plan that requires drivers to use Old Concord Road to access the site's parking from a certain driveway. The site plan needs to be revised so that the proposed surface parking aisles and angle parking spaces conform to a two-way traffic flow throughout 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. 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.

2. 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.
3. The proposed driveway connection(s) to Old Concord Rd. 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.
4. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. 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.