



	Retail	2.5k sf	+
Development Area B:	TOD-M	3.11 acres	Too many uses
Development Area C:	TOD-M	0.65 acres	to determine

**Curbline**

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the curbline on existing streets is depicted correctly on the current site plan.

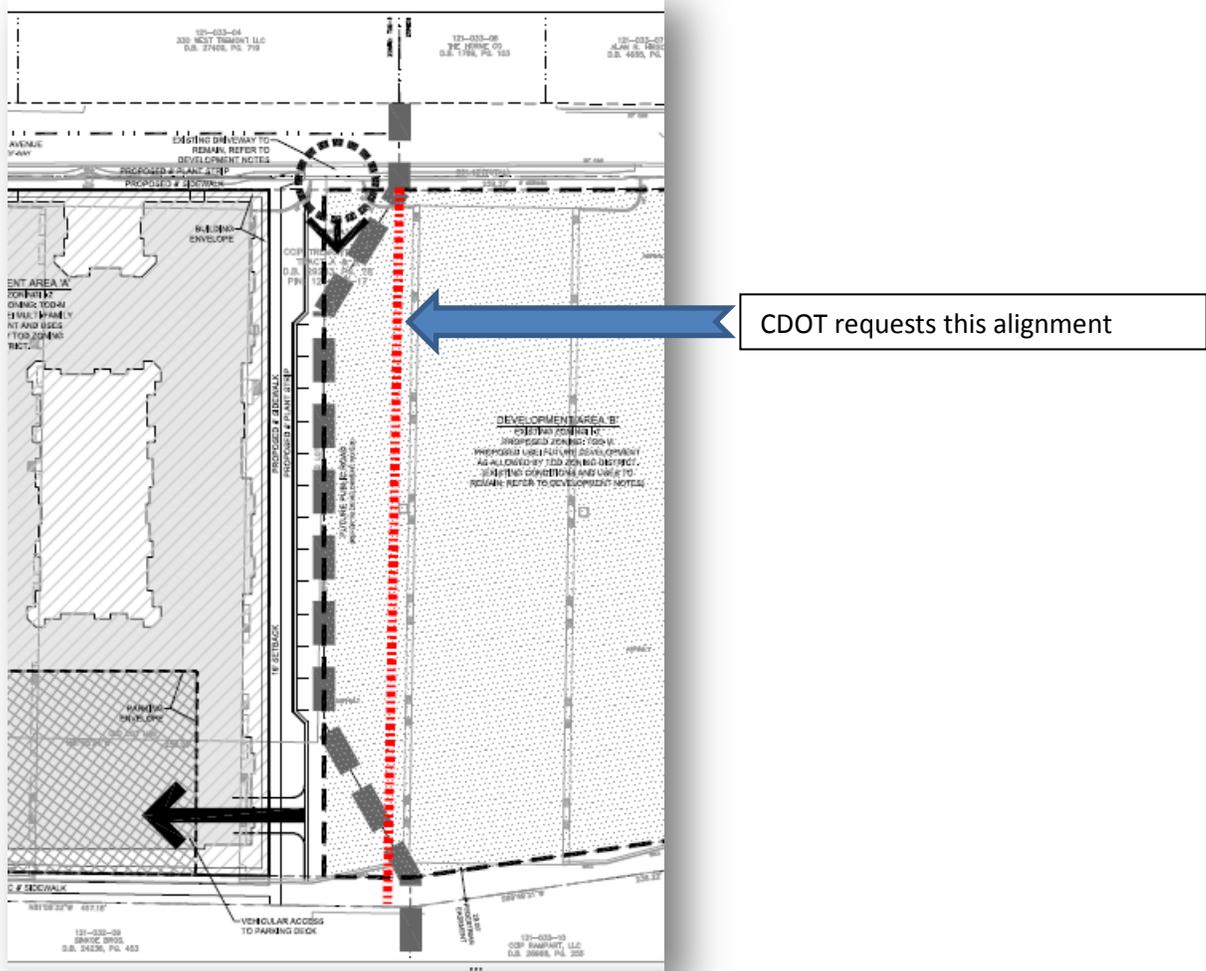
**Resolved Issues**

1. CDOT has some concern with the only site access for this development being served from a half street that abuts an existing building / loading dock. This will require all of the sites 2,600 trips per day to share access with trucks that serve the existing use. This presents operational and safety concerns for CDOT. Therefore CDOT is requesting more information on how this will function as well as a secondary site access on W. Tremont St. CDOT will be willing to meet to discuss these concerns.

**Outstanding Issues**

1. CDOT recommends that the proposed north-south street connection align with the existing half street that currently exists on the other side of W. Tremont Ave. See figure on next page. This development could propose an interim condition to maintain the existing driveway location to serve the existing use (**without constructing the street at this time as shown currently**) until such time that the site plan for Development Area "B" is determined. At that time, the necessary right of way should be dedicated and the entire cross section of the roadway shall be constructed. CDOT recommends that "note B" under "Access" be revised to reflect the proper alignment as discussed. In addition, revise the note to state that the public road shall be constructed at such time any building in area B is redevelopment or changes uses.

CDOT notes that the South End Area Plan calls for an east/west connector street to run through the middle of the proposed development that the proposed site plan does not reflect.



### 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 will require a driveway permit(s) to be submitted to CDOT 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.