

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The site's four (4) street frontage curbline locations are as follows:

1. University City Blvd. (NC 49) - The location of the existing curbline adequate. For the petitioner's consideration, recent development along this corridor has successfully obtained NCDOT abandonment of public right-of-way on this side of NC 49.
2. Suther Road - The future curbline should be 24.5' from the street's existing centerline. This accommodates two 11' lanes (1-through and 1-right) and 2.5' curb and gutter. No on-street parking shall be provided on this block between NC 49 and Sandburg.
3. Sandburg Avenue – The future curbline should be 17.5' from the street's existing centerline, which conforms to the half-section of a local residential wide street section, including on-street parking.
4. Future east-west public street - The future curbline should be 17.5' from the street's proposed centerline which conforms to a local residential wide street cross section, including on-street parking.

Resolved Issues

1. The petitioner should revise the site plan to depict and label the proposed east/west public street as a "public" local residential wide street section as described in Charlotte's Land Development Standards Manual (see CLDSM standard U-03A), including a 71' future right-of-way.
2. The petitioner should revise the site plan to depict and label the half-section of Sandburg Street along the site's southern property line to conform to a local residential wide street section as described in Charlotte's Land Development Standards Manual (see CLDSM standard U-03A), including 35.5' future right-of-way.
3. The petitioner should revise the site plan to clearly depict and label all existing and proposed right-of-way, building setback, existing street centerlines, back of future curbline locations, planting strip width, sidewalk widths, etc.
4. The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of all needed and/or to the City before the site's first building CO is issued.
5. The petitioner should revise the site plan to add a note specifying all street construction will be constructed and approved before the site's first building CO is issued.
6. The petitioner should revise the site plan to depict and label a raised crosswalk at the intersection of the proposed east/west public residential wide street at the 10' multi-use path.
7. The petitioner should work with UNCC and revise the site plan to provide and depict a larger pedestrian refuge area (similar in size as the site's northeast quadrant) on the east side of University City Blvd. This cross walk is an existing high-volume pedestrian University City Blvd. crossing and the proposed development will substantially increase pedestrian crossings at this location.

8. The petitioner needs to revise the site plan to provide pedestrian scale lighting around the site's public sidewalk and multi-use path perimeter.
9. Petitioner should revise the site plan to remove the construction of the right turn lane on Suther Avenue. Reservation of right of way for future construction, as shown in 3/28/16 site plan, is acceptable.

Outstanding Issues

1. The petitioner should revise the site plan to provide better access to the parking structure. CDOT recommends providing a two-way, 20' wide driveway aisle connection between the proposed parking deck and Sandburg Avenue or relocating the proposed public street to the other side of the parking structure and creating a local connection between Sandburg and University City Blvd.
2. The petitioner should revise the site plan to restore the cross section on Sandburg (17.5' curblineline, includes on-street parking) to match standard USDG cross section for public street.

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 University Blvd., Sandburg Ave., Suther Rd., and the proposed east/west public street 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.