



## **Curblines**

The proposed zoning district has a setback measured from an existing or proposed future curblines.

North Brevard Street's location of the curblines at 17.5 feet from existing centerline is depicted correctly on the current site plan to accommodate the travel lane and on-street parking. While the area plan calls for bike lanes on North Brevard, CODT has determined that shared use lane is adequate.

East 33<sup>rd</sup> Street's location of the existing curblines is depicted correctly on the current site plan.

## **Resolved Issues**

1. CODT does not support gated access (Per Transportation Note b) at the Development Area 2 entrance drive from North Davidson Street.
2. The petitioner should revise the site plan to show and label proposed "back of on-street parking" curblines (as noted in the curblines section above) and proposed right-of-way located 36.5' as measured from the street's existing centerline. CODT requests that right of way is dedicated in fee simple prior to plat approval.
3. The petitioner should revise the site plan to show and label an 8' planting strip and 8' sidewalk along all public street frontages. The conditional notes should also be revised in this direction.
4. The petitioner needs to revise the site plan to conform to CODT's recessed on-street parking standards as prescribed in CLDSM. CODT and the petitioner worked together to provide "non-recessed" on-street parking along N. Brevard Street and no on-street parking along 33<sup>rd</sup> Street.

## **Outstanding Issues**

1. The petitioner should revise the site plan to show and label existing/proposed right-of-way, permanent sidewalk utility easement (SUE), back of curblines, and the existing centerline with dimensions on each public street frontage. CODT requests dedication in fee simple of right-of-way through back of proposed sidewalk.

## **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, CODT 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 connections will require a driveway permit to be submitted to CDOT for review and approval. The exact driveway location and type/width of the driveway 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.