

			12/19/16)

Curbline

The proposed zoning district has a setback measured from a proposed future curbline.

- Piedmont Row Drive South existing curbline can remain as is. (Building setback is 30')
- South Executive Park existing curbline can remain as is. (Building setback is 16')

Resolved Issues

1. 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.
2. The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of all future rights of way to the City before the site's first building CO is issued.

Outstanding Issues

1. The petitioner needs to update and finalize the *"Draft" Fairview Plaza Traffic Impact Study (TIS)*; dated February 2015 prepared by Kimley-Horn and includes a section that summarizes the current site plan's land use, density and transportation improvements. The TIS needs to graphically show how a future public E/W local commercial/office street section can be implemented on the site's southern property line when the existing parking structure is redeveloped.
2. The petitioner should to revise the site plan to depict and label the proposed east/west connector road along the site's southern property line as a public street with 2-11' travel lanes mid-block, 3-11' travel lanes at Park South Dr. and Piedmont Row Drive South intersections), 8' planting strips, and 8' sidewalks between Park South Drive and Piedmont Row South.
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.

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) 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.