



## Resolved Issues

N/A

## 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. Additional comments will follow CDOT’s review of the TIS.
2. The petitioner should revise the site plan, including cross sections, to reflect the complete draft transportation mitigation measures (e.g. Park South widening) because neither the draft TIS nor the conditional notes include a previously discussed Development Phasing Plan for the implementation of transportation improvements.
3. The petitioner should evaluate the site’s internal and bordering streets for pedestrian refuge island opportunities and revise site plan to include where feasible and appropriate.
4. In order to support the proposed level of development intensity, we recommend adding a north/south street connection between site’s existing private street along the site’s northern zoning boundary to the proposed east/west public street along the site’s southern property line (see the below street network concept). This will help reinforce Southpark’s evolution towards a walkable center.



5. 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 a continuous 33' wide pavement (3-11' travel lanes), 8' planting strips, and 8' sidewalks between Park South Drive and Piedmont Row South. The petitioner should also add a note to the site plan indicating that right-of-way acquisition from adjacent properties, right-of-way dedication and conveyance in fee simple to the City, and construction of the proposed street will be completed and approved before the site's first building CO is issued.
6. The petitioner should consider revising the site plan to modify the existing private street along the northern zoning boundary connecting Park South Drive to Piedmont Row Drive South to function and have the appearance of a public street (i.e. recessed parallel parking, street streets, and 8' planting strips, 8' sidewalks and street furniture to encourage pedestrian activity).
7. The petitioner should include 6' bike lanes along Park South Road.
8. 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 curblines, planting strip width, sidewalk widths, etc.
9. 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.
10. 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.

### **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.