

Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)
04/25/2016	Retail	74,877 sf	5630

Curbline

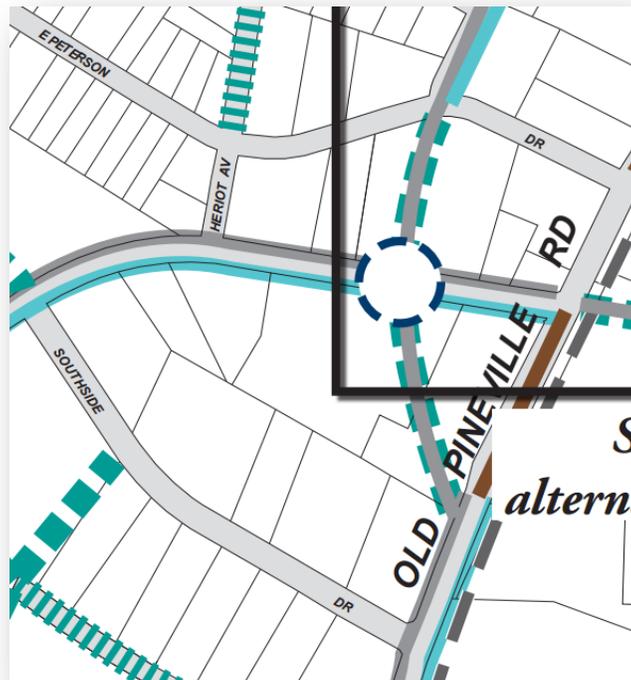
The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future curbline is TBD (to be determined prior to public hearing and after TIS is reviewed). The TIS has not been submitted. Therefor CDOT is unable to determine the exact location of the future curb.

Resolved Issues

N/A

Outstanding Issues

1. The petitioner should revise the site plan to incorporate a future street alignment section that mimics the intent of the future street alignment between Ole Pineville Road and Dewitt Lane as shown in the Scaleybark Transit Station Area Plan (snapshot below). Per this area plan, street connections in the transit station area are the highest priority as these connections are needed to support high density development and to provide additional travel routes to relieve vehicular congestion and provide additional pedestrian friendly walking routes. CDOT can work with the petitioner find an alignment that fulfills the intent of the area plan alignment without affecting the existing buildings that the petitioner shows as existing to remain/reuse.



2. The petitioner should submit a TIS for this site plan as the proposed development would generate over 5,600 trips per day. This is well above the 2,500 trips per day threshold that CDOT uses to determine if a study is warranted. Further comments will be forthcoming once the TIS is submitted and reviewed.
3. The petitioner should identify adequate pedestrian facilities in line with the Scaleybark Transit Station Area Plan, which identifies several specific areas in need of enhanced pedestrian facilities. One of these areas is on Yancey Rd. along this projects frontage.

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 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.