



Charlotte Department of Transportation

Memorandum

Date: August 29, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE *Mike Davis*
Development Services Division

Subject: Rezoning Petition 15-107: Approximately 13.0 acres located on the south side of David Cox Road near the intersection of David Cox Road and Davis Lake Parkway.

CDOT has completed a review of the subject petition in order to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users. Based on our review of the petition, we offer the following comments.

Vehicle Trip Generation

This site could generate approximately 110 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 600 trips per day.

We have the following comments regarding apparent conflicts between the proposed rezoning and existing ordinances or policies:

1. We understand the City's current Subdivision Ordinance requires one (1) north/south network street throughout the site. This network street needs to connect to David Cox Rd. and will require a westbound David Cox Rd. left turn lane with appropriate bay tapers be implemented when the subdivision streets are constructed. CDOT also recommends this north/south network street's sidewalks connect to tax parcel 043-221-08 (Shoppes at Davis Lake). This southern connection will provide pedestrian only access to the Shoppes at Davis Lake and therefore needs to align to the shopping center's existing pedestrian plaza area and be ADA compliant (see aerial below).



2. CDOT recommends Harris Woods Blvd. extend as a public east/west street through the site meeting local residential wide street standards. We recommend the section of Private Street A between Harris Woods Blvd. and David Cox Rd. also be revised to a local residential wide street typical section.

In addition to the comments above, CDOT requests the following changes to the rezoning plan:

1. We recommend a meeting with the petitioner Planning and CDOT to determine the proper subdivision street cross-sections relative to on-street parking needs conflicting with the proposed townhomes driveway locations. We have had recent discussions with Charlotte Fire Department that need to take into account fire access needs and anticipated high on-street parking demands.
2. David Cox Road is designated as a "avenue" by CDOT, requiring a 52' back-of-curb to back-of-curb width pavement section and 84' total right-of-way. Therefore, David Cox Road's future back of curb needs to be located 26 feet and future right-of-way 42 feet from its existing centerline. We request right-of-way be dedicated in fee simple along David Cox Road. The revised site plan needs to show and label the centerline, future back-of-curb, 8' planting strip, 6' sidewalk, existing and proposed right of way for David Cox Road.

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. CDOT has determined that a left-turn lane is necessary to serve the traffic using the proposed public street/private driveway connection for this site. The engineering design and construction of the left-turn lane is the responsibility of the owner, and shall be performed by a professional engineer registered in the State of North Carolina who has roadway-design experience. CDOT will only approve the proposed public street/private driveway connection provided that a left-turn

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lane is constructed on David Cox Road. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the public street/private driveway connection. The left-turn lane needs to be designed using NCDOT standards with a minimum 150 feet of storage. This roadway improvement is required to meet the traffic demands of the proposed development.

2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' and two 10' x 70' 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 to David Cox Road will require a driveway permit to be submitted to CDOT and the North Carolina Department of Transportation 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 shown on the site plan are subject to change in order to align with driveway 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.

Since David Cox Road is a state-maintained facility, we anticipate that NCDOT may have rezoning comments as well and recommend the Petitioner work directly with Ms. Wendy Taylor with NCDOT at 980.523.0013 regarding their anticipated comments.

If we can be of further assistance, please advise.

R. Grochoske

cc: S. Correll
Wendy Taylor, NCDOT (via email)
Rezoning File