

Curblines

The proposed zoning district has a setback measured from an existing or proposed future curblines. The locations of future curblines are described below:

1. Prosperity Crossing Dr. needs to be constructed to a local collector street typical section requiring minimum 51' of right-of-way; this street section allows recessed on-street parallel parking. The petitioner needs to dedicate in fee simple 21' of additional right-of-way as measured from the site's existing southern property line. The future back of curb along the site's Prosperity Crossing Drive's frontage needs to be located 35' from the existing back of curb on the south side of the street. Prosperity Crossing Drive's streetscape needs to include an 8' planting strip and 6' sidewalk along the site's frontage. The sidewalk can be placed in a permanent SUE or additional right-of-way.
2. Docia Crossing Rd. needs to be constructed to a local collector street typical section requiring a minimum 51' of right-of-way; this street section allows recessed on-street parallel parking. The future back of curb along the site's Docia Crossing Rd. needs to be located approximately 17.5' from the existing double yellow centerline. Prosperity Crossing Drive's streetscape needs to include an 8' planting strip and 6' sidewalk along the site's frontage. The sidewalk can be placed in a permanent SUE or additional right-of-way.

Resolved Issues

Outstanding Issues

1. The petitioner may need to revise the driveway connection to Robert Helms Rd. to eliminate one (1) additional on-street parking space west of the proposed driveway to provide adequate intersection sight distance requirements. The driveway connections and on-street parking reconfiguration will be determined during the construction permitting process.
2. The petitioner needs to revise the site plan to remove bike lanes on both Property Crossing Dr. and Docia Crossing Rd.
3. The petitioner needs to revise the site plan to provide an 8' planting strip and 6' sidewalk along the west side of the north/south private drive adjacent to the proposed SWM area.
4. The petitioner needs to revise and depict on the site plan 7' wide sidewalks where heading-in parking is proposed to provide adequate space for pedestrians (due to vehicle overhang).

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. The setback for this district is measured from the back of the existing or future curblines as determined by CDOT and Planning during the permitting process.

2. 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.
3. 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.
4. The proposed driveway connection(s) to Robert Helms Rd., Docia Crossing Rd, and Prosperity Crossing Rd. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.