

Resolved Issues

N/A

Outstanding Issues

1. David Cox Road is designated as an "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' and future right-of-way 42' from its existing centerline along the site frontage. The revised site plan needs to depict and label the centerline, future back-of-curb, 8' planting strip, 6' sidewalk, existing and proposed right of way for David Cox Road.
2. The petitioner needs to revise the site plan to depict and specify a 150' left turn storage lane with appropriate bay tapers on David Cox Rd. at access point "B." This future site entrance driveway needs to align directly across from the recently approved subdivision on the south side of David Cox Rd. (see Rezoning Petition 2015-107).
3. The petitioner should revise the site plan to provide a continuous north/south "public" street connection through the proposed subdivision from Harris Cove Dr. to David Cox Rd. - built to local residential wide street typical plan view (see CLDSM U-03). The minimum right-of-way requirements are this section is 51'. If the minimum is used then the sidewalks may need to be included in a permanent sidewalk utility easement (SUE). The southbound approach for this proposed public street at David Cox Rd. needs to be three travel lanes wide (i.e. a thru/right turn lane, a left turn lane and a receiving lane from David Cox Rd. to access point "B").
4. CDOT recommends an east/west public street intersecting with the north/south public spine road and a stub to the eastern property line or intersection with Davis Lake Rd is possible. Local residential wide street typical plan view (see CLDSM U-03) is adequate. The minimum right-of-way requirements are this section is 51'. If the minimum is used then the sidewalks may need to be included in a permanent sidewalk utility easement (SUE).
5. 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.

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) to David Cox Rd. and Harris Cove Dr. will require a driveway permit 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.