


# Charlotte Department of Transportation

## Memorandum

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**Date:** December 19, 2007

**To:** Keith MacVean  
Charlotte-Mecklenburg Planning Department

**From:**   
Scott L. Putnam  
Development Services Division

**Subject:** Rezoning Petition 08-020: Located on the south side of David Cox Road  
between Old Statesville Road and Harris  
Cove Drive

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**Consistency with Transportation Action Plan (TAP):** The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

- Goal 1 of the TAP relies on the Centers, Corridors and Wedges land use strategy to be implemented. This project site is located in a Corridor and appears to support the Centers, Corridors and Wedges land use strategy as increased activity in a Corridor.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are identified below that need to be addressed for CDOT's support of the petition and to bring the site plan into compliance with the TAP and best practices for multimodal transportation.

### Vehicle Trip Generation

This site could generate approximately 460 trips per day as currently zoned. The proposed trip generation will be better evaluated once the Conditional Plan is received. This may or may not have a minor impact on the surrounding thoroughfare system.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. It appears from the site topography that adequate sight distance may not be able to be achieved for the two proposed driveway locations. The driveways need to be located such that 445 feet of intersection sight distance can be achieved. It may be possible that only one driveway can be approved to access the site.
2. The roadway segment type for David Cox Road is "Avenue" under the current Urban Street Design Guidelines. The cross-section and curbline location for this road is 23 feet from the roadway centerline to the face of curb and includes a 5-foot bike lane.

3. The petitioner needs to provide 6-foot sidewalks and 8-foot planting strips on David Cox Road.
4. The site plan needs to provide an internal system of 5-foot or wider sidewalks that connects building entrances to sidewalks along David Cox Road.
5. A detailed site plan is needed for further evaluation of this petition. Subsequent comments may be made upon reviewing the plan, including the need for a left-turn lane(s) on David Cox Road at the site's driveway.

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. The petitioner needs to provide cross-access to the west and south via internal driveways

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

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.

The proposed driveway connection(s) to David Cox Road 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.

Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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.

To facilitate building permit/driveway permit review and approval, the site plan must be revised to include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.
- Use Charlotte Land Development Standards to design site features.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske (via email)  
S. L. Habina – Review Engineer (via email)  
B. D. Horton (via email)  
A. Christenbury (via email)  
E. D. McDonald (via email)  
Beacon Partners/Jon Morris (via email)  
The John R McAdams Company, Inc/Eddie Moore (via email)  
Louis Mitchell/NCDOT (via email)  
Scott Cole/NCDOT (via email)  
Rezoning File