

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future curbline 26' from existing centerline on David Cox Road, which does not include additional, offset necessary to accommodate for turn lanes.

Resolved Issues

1. The southbound approach for this proposed public street at David Cox Rd. needs to have three (3) travel lanes (i.e. a thru/right turn lane, a left turn lane and a receiving lane) from David Cox Rd. to Alley "B".
2. 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.
3. 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).
4. CDOT recommends a north/south "public" street connection through the proposed subdivision from Harris Cove Dr. to David Cox Rd. This street needs to be built as a "public" local residential wide street section (see CLDSM U-03 -- plan view). The minimum right-of-way requirements for this section are 51'. If the right-of-way minimum is used then sidewalks need to be placed in a permanent sidewalk utility easement (SUE).
5. The petitioner should revise the site plan to provide an east/west public street intersecting with the north/south public spine road (i.e. Private Road "C" should be public) and stub to the site's eastern property line or connect to Davis Lake Rd. as a right-in/right-out intersection, if possible. A local residential wide street section is recommended (see CLDSM U-03 -- typical plan view). The minimum right-of-way requirements for this section are 51'. If the minimum is used then the sidewalks may need to be placed in a permanent sidewalk utility easement (SUE).
6. The petitioner needs to revise the site plan to add a note specifying that a 150' EB David Cox left turn storage lane with appropriate bay tapers at access point "A" will be constructed prior to the first building's certificate of occupancy is issued.
7. The petitioner needs to revise the site plan to provide a 6' public sidewalk and 8' planting strip on the south side of Public Road "B" between Public Road "A" and Private Road "A".
8. The petitioner should revise conditional note 3.f. to read...on both sides of the "public street."
9. The petitioner should to revise the site plan to restore the recessed parking area in front of the proposed Mail Kiosk located on Public street "D" and is shown at the Mail Kiosk located on Public street "A."

Outstanding Issues

1. The petitioner should revise conditional note 3.c. to read: *The site's public streets shall be designed and constructed as local residential wide street sections (CLDSM U-03), including conveyance of right of way dedication. Permanent sidewalk utility easements (SUE) shall be conveyed where 6' sidewalks are outside of the public right-of-way. Public streets "A", "B", and "D" shall only provide recessed parking on one side of the street as generally depicted in the site plan.*
9/23/16 Update: CDOT's intent is to get commitment to right of way and SUE dedication and various "standard" components of the referenced cross-section (e.g. curb type, traveled way width, etc.). Petitioner should contact CDOT reviewer to develop a satisfactory note.

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.