



MECKLENBURG COUNTY
Park and Recreation Department

MEMORANDUM

SENT ELECTRONICALLY THIS DATE
NO HARDCOPY TO FOLLOW

TO: Michael Cataldo, Associate Planner
Charlotte Mecklenburg Planning Department

FROM: Gwen Cook, Planner
Capital Planning Services

DATE: December 29, 2010

RE: Rezoning Petition #2010-072
(Little Sugar-McMullen Creek Greenways Overland Connector)
Quail Corners Associates Renovation and Expansion

This is the fifth communication (9/15/20; 10/22/10; 12/1/10; 12/7/10) concerning this rezoning petition. We encourage staff and the Planning Commission to consider Mecklenburg County Park and Recreation Department's (MCPR) comments. We suggest that these comments be incorporated into the staff review notes and written into the Pre-Hearing Staff Analysis to the fullest extent possible. These steps should ensure MCPR's notes are conveyed to and incorporated by the petitioner during plan revision.

Located in the South Park District the frontage of this property is to serve as an overland connector for the greenway system, connecting Little Sugar Creek Greenway to McMullen Creek Greenway. The overland connector is to consist of a 10' wide sidewalk with an 8' wide planting strip along Sharon Road West (utility easement owner allowing) and an 8' wide sidewalk and 8' planting strip along Park Road. The difference between the request for the two roads reflects the presence of a bike lane on Park Road. This overland connector is especially important because of the land challenges in continuing McMullen Creek Greenway upstream. This may be the only connection between proposed Little Sugar Creek Greenway and existing McMullen Creek Greenway, Lower McAlpine Creek Greenway and Four Mile Creek Greenway for many years to come (allowing greenway users to travel east-west in the southern part of the county). AASHTO will allow a minimum 8' wide multi-use trail.

Greenway staff has conferred with the Charlotte Department of Transportation and the petitioner at an on-site meeting held 12/1/10. It was agreed to allow the overland connector to leave the sidewalk at the west end of the property along Sharon Road West, gently slope to the top of the berm, travel its length and descend by gentle slope to the Park Road sidewalk well before the first driveway entrance for the shopping center. A curb chute would allow bicycles to enter the bike lane at Park Road.

The easement needed for this facility would be a minimum of 20' wide for MCPR operation and maintenance if the petitioner constructs the trail to MCPR standards (10' trail and 5' shoulders). If MCPR must construct the trail, the easement must be at least 40' wide.

It was generally agreed that this approach could accommodate both the petitioner's site design and the need for an overland connector that does not conflict with the gas line.

MCPR has reviewed the most recent submittal dated 12.20.10. It reflects the above discussion concerning the 8' sidewalk along Park Road and the off-road multi-use trail along Sharon Road West. The only remaining comment is to question the interruption of the berm on Sharon Road West by the potential driveway. Also, the pedestrian connection from the multi-use trail to the internal development would have to be steps or yet another lowering of the berm. It is important to minimize the "ups and downs" of the multi-use trail. MCPR would recommend steps at this location (or an overpass for the multi-use trail) and no driveway cut-through.

Please let me know if you have questions.

Copy to: James R. Garges, Director
W. Lee Jones, Division Director, Capital Planning Services
Brian Horton, Transportation Planner, CDOT

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