

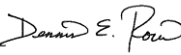


Charlotte Department of Transportation

Memorandum

Date: August 23, 2013

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Dennis E. Rorie, PE 
Development Services Division

Subject: Rezoning Petition 13-066: Approximately 5.22 acres located on the north side of Sharon View Road near the intersection of Sharon View Road and Mountainbrook Road.
(Revised 8/14/2013)

CDOT has completed a review of the subject petition in order to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users. Based on our review of the petition, we offer the following comments.

We have the following comments regarding apparent conflicts between the proposed rezoning and existing ordinances or policies:

1. We understand the Subdivision Ordinance will require a minimum 8' planting strip and 6' sidewalk along the site's frontage on Sharon View Road. We request the plans be updated to label and show these items.
2. We understand the Subdivision Ordinance will require the proposed internal public streets to conform to a local residential medium street section (CLDSM U-02). The plans should reference the public street cross-section.

In addition to the comments above, CDOT requests the following changes to the rezoning plan:

1. We request the petitioner modify the proposed internal public street cul-de-sac to a T-intersection design.
2. We request the petitioner depict the location of the proposed curb and gutter along Sharon View Road. The curb and gutter will need to be placed in a location along the site's frontage on Sharon View Road that accommodates the required 11' left-turn lane, 11' through lane, and a 5' bike lane. The curb and gutter location needs to be labeled and dimension 23.5' from the street centerline to the face of the curb and gutter.
3. The location of the proposed public street is on the inside of a curve of Sharon View Road, which could limit sight distance. We request the plan be modified to show a sight line from

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a point on the new street, 15 feet behind the Sharon View curblin, to a point 445 feet eastward along Sharon View that must be made available for adequate sight distance. The site plans need to provide a note stating that this area within the sight distance should be free of obstructions.

4. We understand the petitioner may be requested to install pedestrian scale lighting with the future right-of-way of the proposed public street. If so, all costs associated with the design, construction, installation, maintenance, and on-going energy use will be the responsibility of the petitioner. The site plans needs to provide a note stating any cost associated with the pedestrian street lights will be at the petitioner's expense.

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. CDOT has determined that a left-turn lane is necessary to serve the traffic using the proposed public street connection for this site. The engineering design and construction of the left-turn lane is the responsibility of the owner, and shall be performed by a professional engineer registered in the State of North Carolina who has roadway-design experience. CDOT will only approve the proposed public street connection provided that a left-turn lane is constructed on Sharon View Road. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the public street/private driveway connection. The left-turn lane needs to be designed using NCDOT standards with a minimum 150 feet of storage. This roadway improvement is required to meet the traffic demands of the proposed development. The left-turn needs to be depicted on site plan showing the minimum required storage.

If we can be of further assistance, please advise.

F. Obregon

cc: S. Correll
Rezoning File