



Charlotte Department of Transportation

Memorandum

Date: July 26, 2013

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE *Mike Davis*
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.

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.

Vehicle Trip Generation

This site could generate approximately 150 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 360 trips per day.

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.
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).

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.
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

a point on the new street, 15 feet behind the Sharon View Curbline, to a point 445 feet eastward along Sharon View. that must be made available for adequate sight distance.

4. We request the petitioner provide a legible scale on the subsequent submittal.
5. Sharon View Road is a minor thoroughfare requiring a minimum of 70 feet of right-of-way. We request the petitioner convey right-of-way in fee simple title measured 35 feet from the centerline along the site's frontage to meet this requirement.
6. 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 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. The proposed three lots that surround the proposed BMP/C.O.S will not be permitted to have direct access to Sharon View Road, and will be required to obtain their access to Sharon View Road via shared driveway access to the internal proposed public street.
2. 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.
3. Adequate sight triangles must be reserved at the proposed street entrances. Two 35 x 35' are required for the entrance to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance. Such items should be identified on the site plan.
4. The proposed public street connection to Sharon View Road will require a driveway permit to be submitted to CDOT for review and approval. The exact street connection location and type/width of the driveway for the street connection will be determined by CDOT during the Subdivision Review process. The locations of the public/private street connections shown on the site plan are subject to change in order to align with driveways on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

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5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.

If we can be of further assistance, please advise.

F. Obregon

cc: S. Correll
Rezoning File