



Charlotte Department of Transportation

Memorandum

Date: 01/30/15

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE *Mike Davis*
Development Services Division

Subject: Rezoning Petition 15-014: Approximately 4.66 acres located on the northeast corner at the intersection of Park Road and Sharon 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 170 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 520 trips per day.

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

1. The site plan does not currently depict sidewalk from the proposed residential dwellings, along the internal streets, and connecting to the proposed sidewalks along Park Road and Sharon Road. It is our understanding that this is inconsistent with both City Zoning Code (Section 12.529) and the Subdivision Ordinance (Section 20-55).

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

1. The petitioner is advised that a Community Investment Project (CIP) adjoins the project: the Sunnyvale-Chadworth Storm Water CIP project (City Contact: Jackie Bray, 704-336-6770). It is the petitioner's responsibility to ensure that this rezoning application is coordinated with the City's upcoming CIP project.
2. Sharon Road is classified as a minor thoroughfare, and lies outside of Route 4 according to the CRTPO Thoroughfare Plan. CDOT requests the petitioner to dedicate 35' of right-of-way along the property's frontage, measured from centerline of the existing right-of-way.
3. Sharon Road has an Urban Street Design Guidelines (USDG) classification of Avenue. The future curbline of Sharon Road should accommodate three 11-foot travel lanes and two 5-foot bicycle lanes (43 total feet of pavement width), with an 8'-wide planting strip and 6'-

wide sidewalk. Thus, CDOT requests the following improvements along the site's Sharon Road frontage.

- a. At the intersection of Park Road along Sharon Road within the existing splitter island, relocate the curb line to create a 5'-wide bicycle lane.
- b. Along the existing site's frontage where curb and gutter is present, relocate the curb line to create a 5'-wide bicycle lane.
- c. Establish the new back of curb location at 24' from centerline where curb and gutter does not exist.
- d. Along the entire Sharon Road frontage, establish an 8'-wide planting strip and 6'-wide sidewalk.

See the Figure 1 and Figure 2 below.

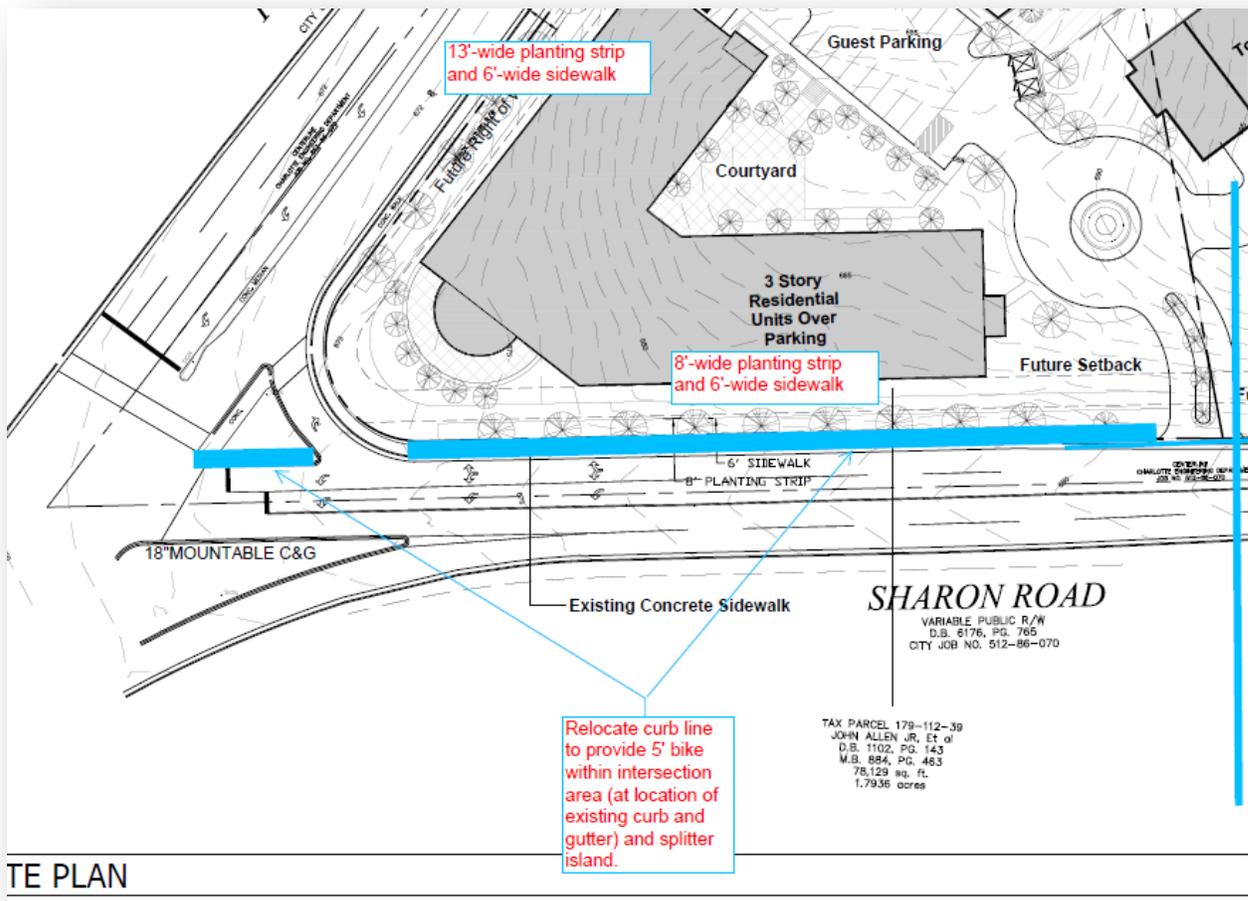


Figure 1

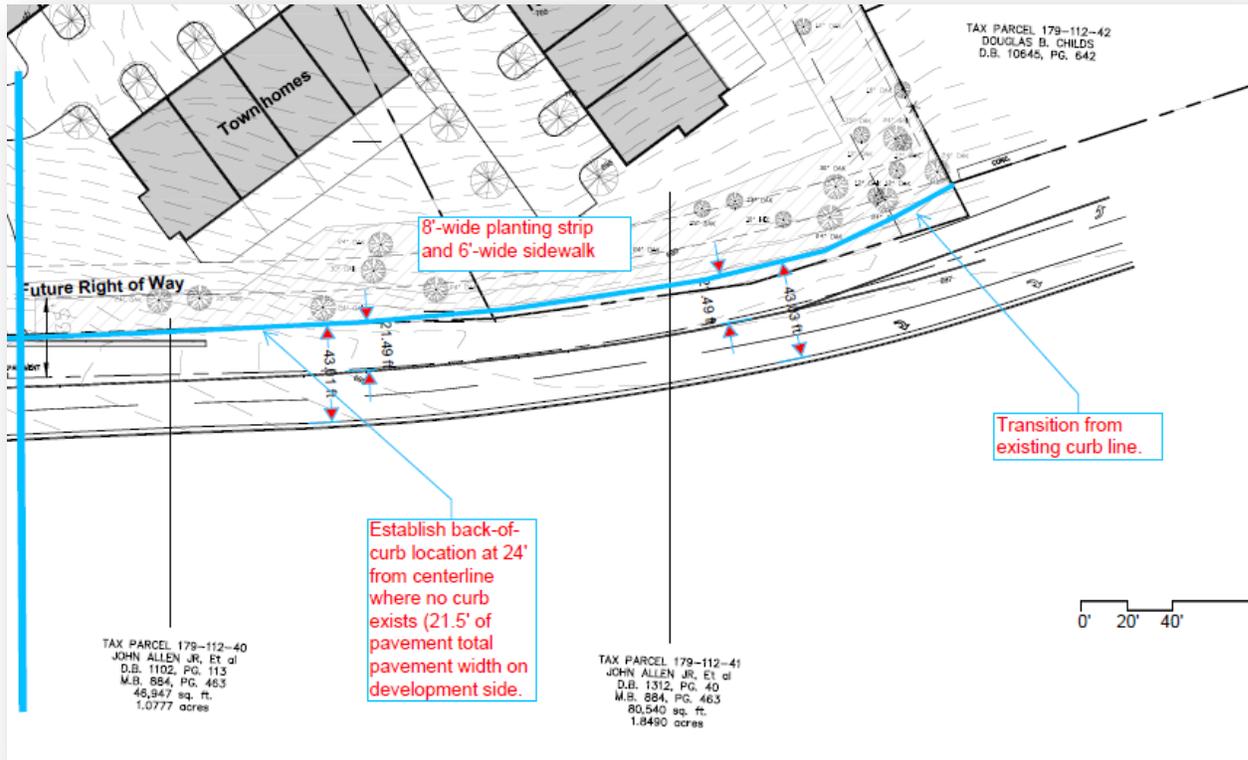


Figure 2

4. Park Road is classified as a major thoroughfare, and lies outside of Route 4 according to the CRTPO Thoroughfare Plan. CDOT requests the petitioner to dedicate 50' of right-of-way along the property's frontage, measured from centerline of the existing right-of-way.
5. Park Road has an Urban Street Design Guidelines (USDG) classification of Avenue. Thus, the future typical cross-section includes a 5'-wide bicycle lane in the full build-out scenario. We request the petitioner include a 13'-wide planting strip to accommodate a future bicycle lane, and a 6'-wide sidewalk.
6. CDOT requests that the petitioner modify the splitter island at the intersection to accommodate the following changes:
 - a. At the intersection of Park Road along Sharon Road within the existing splitter island, relocate the curb line to create a 5'-wide bicycle lane.
 - b. Replace the back-of-curb sidewalk with an 8'-wide planting strip and 6'-wide sidewalk.
 - c. Make necessary modifications at the splitter island such as relocating curb ramps, relocating pedestrian signal poles, re-marking crosswalks, and any other modifications or various appurtenances deemed necessary by CDOT.

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/private driveway connection(s) for this site. This roadway improvement is required to meet the traffic demands of the proposed development. In lieu of the required left turn lane, CDOT requests that the petitioner construct the Sharon Road streetscape improvements as described in the previous section.
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 Park Road and Sharon Road will require a driveway permit(s) 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.

If we can be of further assistance, please advise.

K. Bryant

cc: S. Correll
Rezoning File

