



# Charlotte Department of Transportation

## Memorandum

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**Date:** November 4, 2015

**To:** Tammie Keplinger  
Charlotte-Mecklenburg Planning Department

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

**Subject:** Rezoning Petition 15-131: Approximately 27 acres located on the west side of Sharon Road between Morrison Boulevard and Colony Road.

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This petition was previously filed as 15-034.

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 2,350 trips per day as currently zoned (assuming multi-family). Under the proposed zoning the site could generate approximately 24,000 trips per day.

### Overview

This petition is located in a Mixed Use Activity Center, and seeks to develop an intense mix of land uses that will generate a significant volume of traffic. CDOT generally supports this type of development within these activity centers provided that street connections are achieved and the design of the site helps create a walkable environment. This means the site plan should build on the existing network of local streets by making new connections wherever possible. The design of the interior sidewalk network and urban design of the buildings should also reinforce the walkable nature of the site.

CDOT has had a series of meetings with the petitioner and area residents to identify the most suitable traffic mitigations and potential off-site improvements for pedestrians and bicyclists. The comments below represents CDOT's recommended improvements, consistent with those discussions, that we recommend be added to the site plan prior to public hearing.

1. Sheet RZ-1 correctly depicts CDOT's recommended access configuration along Sharon Road; however these conditions should be described in the conditional notes, including the commitment to signalize the directional crossover.
2. The notes should also reflect the commitment to add a second southbound left-turn lane from Sharon Road onto Morrison Boulevard.

3. An eastbound right-turn lane should be provided from Colony Road onto Sharon Road.
4. The petitioner should commit to fully funding the traffic signal at Adair Court and Colony Road.
5. Provide a westbound right-turn lane from Morrison onto Roxborough Road.
6. Construct a northbound right-turn lane on Barclay Downs at Fairview Road.
7. We understand that the petitioner has reached agreement with area residents regarding modifications to the existing medians along Colony Road near Runnymede to enhance their appearance. We recommend those improvements be specified on the conditional zoning plan.
8. We recommend including notes committing to modifications of the medians to incorporate pedestrian refuge accommodations along the Colony road medians.
9. We recommend adding a pedestrian refuge median on Roxborough Road near Southwick.
10. We recommend modifying the Sharon Road / Southpark Mall access to relocate the existing Sharon Road crosswalk to the south side of the intersection. This will enhance the operation of the signal and therefore reduce congestion along the Sharon Road corridor.
11. Note 6i should be modified as follows: *“Petitioner shall contribute \$250,000 to the City of Charlotte prior to the issuance of a certificate of occupancy for the first permanent building on the site. These funds may be used by the City for the signalization of Roxborough Road and Rexford Road, if not otherwise funded by future development, and/or towards any other transportation projects within ¾ of a mile of the site.”*
12. The access to Development Area B should be detailed to show how the right-in/right-out access will be constructed, including the median modifications to incorporate pedestrian refuge across Colony Road.
13. The connection through Development Area B is an important linkage between Rexford Road and the existing retail development to the north. We do not recommend enclosing this connection within a building, but we understand and accept that this design is an intentional design tradeoff to preserve a goal of preserving lower building heights. Since this plan will include the enclosed street design, we recommend including a detail of how this will work or minimum dimensions that ensure an open and safe pedestrian facility.

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.

14. The developer must enter into an agreement with CDOT for the signalization of the intersections included in this site plan. This agreement will obligate the developer to fully fund the required traffic signals.

15. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' and two 10' x 70' 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.
16. The proposed driveway connection(s) to Colony Road, Sharon Road and Roxborough 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.
17. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
18. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
19. 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.

cc: S. Correll  
Rezoning File