



Charlotte Department of Transportation

Memorandum

Date: September 27, 2010

To: Tom Drake & Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE *Rich He Grubbe for*
Development Services Division

Subject: Rezoning Petition 10-072: Located at the southwest corner of the
intersection of Park Road and Sharon Road
West

Consistency with Transportation Action Plan (TAP): The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

Goal 1 of the TAP relies on implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Wedge. Such areas should include an interconnected network of thoroughfares and local streets. Specific comments are provided below to better link proposed changes in land use with improved transportation network.

Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are provided below to bring the petition into compliance with best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 9,970 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 10,500 trips per day. These additional trips will have a minor impact on the surrounding thoroughfare system.

CDOT requests the following changes to the rezoning plan:

1. A 10-foot shared-use path behind an 8-foot planting strip needs to be shown on the site plan along the Sharon Road West frontage (between Branden Forest Drive and Park Road). This amenity is a request from Mecklenburg County Parks and Recreation to provide an overland connector for pedestrians to access the shopping center from nearby Little Sugar Creek and McMullen Creek Greenways and replace CDOT's normal 6-foot sidewalk request.
2. A 6-foot sidewalk behind an 8-foot planting strip needs to be proposed along the site's Park Road frontage.

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. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
2. 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.

- c: R. H. Grochoske (via email)
J. A. Carroll – Review Engineer (via email)
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Rezoning File