



# Charlotte Department of Transportation

## Memorandum

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**Date:** July 26, 2013

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

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

**Subject:** Rezoning Petition 13-071: Approximately 24.80 acres located on the west side of Sharon Road between Eastburn Road and Hazelton Drive.

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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 1,350 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,600 trips per day.

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

1. We understand the requirements of the Subdivision Ordinance are a minimum 8' planting strip and 5' sidewalk along the site's frontage on Eastburn Road and Sunnybrook Drive.

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

1. We request the petitioner revise transportation note 5 to the following: "The appropriate location of the construction entrance into the Site will be determined during the driveway permit process"

### 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. We understand the petitioner wishes to gate the existing site entrance that connects to Sharon Road. The proposed entry gates will be subject to the approval of CDOT, and the petitioner will need to demonstrate to CDOT that the proposed gates do not negatively impact the safety and operations of the existing signalized intersection in order to obtain gate approval. Additionally, the petitioner will need to provide an adequate turn around for the proposed

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gate to ensure that there is no vehicular maneuvering and/or queuing within the public right-of-way and required building setback.

2. Adequate sight triangles must be reserved at the proposed street entrances. Two 35' x 35' are required for the entrances to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances. Such items should be identified on the site plan.
3. The existing driveway connections to Sunnybrook Drive and Sharon Road will require driveway permits to be submitted to CDOT for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways 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.
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.

F. Obregon

cc: S. Correll  
Rezoning File