



# Charlotte Department of Transportation

## Memorandum

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**Date:** April 27, 2015

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

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

**Subject:** Rezoning Petition 15-058: Approximately 7.1 acres located on the southwest corner at the intersection of Morrison Boulevard and Sharon Road

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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 1,000 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 15,600 trips per day.

CDOT has requested that the petitioner submit a Traffic Impact Study (TIS) in order to evaluate the effect that the traffic generated from the site will have on the surrounding street network. To date, a TIS has not been submitted to CDOT for review. We will have additional comments that can only be identified once we have had a chance to review the required TIS. These comments may include the need for offsite mitigation, changes to site plans to accommodate storage requirements in driveways, or design changes necessary to enter/exit the site sufficiently without causing undue burden on the public street network.

### CDOT requests the following changes to the rezoning plan:

1. We recommend that the site plan stub towards Sharon Road at a location that could be extended in the future to connect with the existing signalized entrance to Southpark Mall. (see Figure 1 below).



determined that an additional left-turn lane is necessary to serve the traffic using the proposed public street/private driveway connection(s) 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/private driveway connection(s) provided that a left-turn lane is constructed on Sharon Rd. at Morrison Blvd. 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(s). This roadway improvement is required to meet the traffic demands of the proposed development.

4. 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.
5. The proposed streets and driveway connection(s) to Sharon Rd., Morrison Blvd. and Coltsgate Rd. 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.
6. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
7. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
8. 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.

R. Grochoske

cc: S. Correll  
Rezoning File