

Rezoning Transportation Analysis

Petition Number: 2022-137

General Location Identifier: 14125109, 14125110, 14125115

From: Jake Carpenter, PE

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Reviewer:

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Revision Log:

Date	Description
01-26-23	First Review (PDM)
02-22-23	Second Review (JP)
03-29-23	Third Review (PDM)

General Review Information

The petition is located north of Shopton Road, a State-maintained minor throughfare east of Sandy Porter Road, a State-maintained minor throughfare. The petition is located in the Shopton Road industrial activity center outside of Route 4, and within the I-485 Interchange Area Plan.

Active Projects Near the Site:

- N/A

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is to ensure that the City'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.

This document is primarily for communication to Planning Department staff as part of the overall City staff analysis of the rezoning petition and includes an overall summary of the case from a transportation perspective, information on trip generation, and resolved or outstanding site plan concerns. Additional advisory information about the driveway permit process is provided for information only.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

The petition is located north of Shopton Road, a State-maintained minor throughfare east of Sandy Porter Road, a State-maintained minor throughfare. A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating less than 2,500 daily trips. CDOT has coordinated with the petitioner to provide streetscape and access improvements on Shopton Road. All outstanding CDOT issues have been resolved.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family Detached	3 Dwelling Units	30	Tax Record
Entitlement with Current Zoning	Warehouse Single Family (R-3 & I-2, 10.2 acres)	100,000 SF 1 Dwelling Unit	210	General Guidance from Planning or RZ 2020-119
Proposed Zoning	Warehouse (I-2, 10.2 acres)	120,000 SF	230	Site Plan: 07-14-22

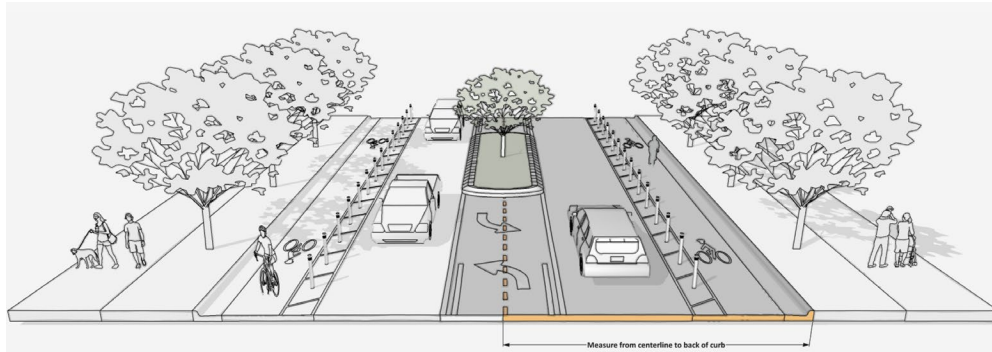
Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

Outstanding Issues

Strikethrough = Resolved

1. ~~Curbline:~~

- a. ~~**Shopton Road:** Location of curb and gutter to be moved to 27 feet from roadway centerline to accommodate the Charlotte Streets Map with a roadway typical section of a two plus lane avenue with buffered bike lanes.~~



~~NOTE: Additional distance from center line to back of curb may be required in locations where a median is present or around intersections and interchanges.~~

~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

2. ~~Traffic Study:~~

~~A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating less than 2,500 daily trips and/or not triggering any other City TIS requirements.~~

3. ~~Per coordination with NCDOT, restripe the existing median on Shopton Road from Sandy Porter Road to the proposed site access to a two way left turn lane. The site plan should be revised to show the roadway laneage.~~

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4. ~~Per coordination with NCDOT provide and dimension a 100-foot minimum protected driveway stem dimensioned from the ROW.~~
5. ~~Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk on Shopton Road per Chapter 19. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement. The wider sidewalk also meets the Charlotte WALKS Policy.~~

Clarifying Comment from 2-22-23: Site plan is showing 8' and 6', streets map calls for 8' and 8', please revise to provide an 8' sidewalk
6. ~~Site is to remain in the ETJ. Revise site plan and conditional note(s) to construct 8-foot planting strips and 8-foot sidewalks on Shopton Road. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement. Add conditional note: The entire facility must be outside of the right of way and within a public access easement. Add conditional note committing to construction and maintenance of the 8-foot sidewalk on Shopton Road.~~
7. ~~Revise site plan and conditional note(s) to commit to construct bicycle facilities by locating the curb and gutter 27' from the center line to meet the Council-adopted Charlotte BIKES Policy.~~
8. ~~Add a conditional note specifying "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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements."~~
9. ~~Add conditional note specifying "All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the south western Mecklenburg area, by way of a private/public partnership effort or other public sector project support."~~

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Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

1. 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, per the City of Charlotte's Driveway Regulations.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles (and two 10' x 70' sight triangles on NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall be identified on the site plan.
3. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and NCDOT on NCDOT-maintained streets) 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 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. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link: <https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>