

# Rezoning Transportation Analysis

Petition Number: 2022-189

General Location Identifier: 19919118

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## Revision Log:

Date	Description
3-22-23	First Review (JP)

## General Review Information

The petition is located at the intersection of Shopton Road West, a State-maintained minor throughfare, and Kirkwynd Commons Drive, a City-maintained local street. The petition is located in a Lake Wylie wedge outside of Route 4, within the I-485 Interchange Analysis Study.

Active Projects Near the Site:

- N/A

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*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.*

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

## Transportation Summary

The site is located at the intersection of Shopton Road West, a State-maintained minor throughfare, and Kirkwynd Commons Drive, a City-maintained local street. A Traffic Impact Study (TIS) is not required for this site due to the site generating less than 2,500 daily trips. Site plan and/or conditional note revisions are needed to commit to realign proposed site entrance to match the existing Kirkwynd Commons Drive. Further details are listed below.

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## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family Detached	1 Dwelling Unit	10	Tax Record
Entitlement with Current Zoning	Single Family (R-3, 2.64 acres)	7 Dwelling Units	90	General Guidance from Planning
Proposed Zoning	Single Family Detached Multifamily (Low-Rise) (R-8MF & R-4, 2.64 acres)	3 Dwelling Units 10 Dwelling Units	165	Site Plan: 10-11-22

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

## Outstanding Issues

**Strikethrough = Resolved**

### 1. Curblines:

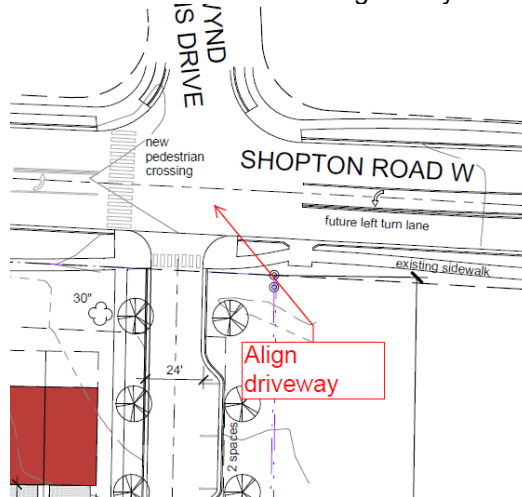
- a. **Shopton Road West:** Location of the future curb and gutter to be installed at 30 feet from roadway centerline to accommodate the Charlotte Streets Map roadway typical section of a four plus lane avenue with shared use path. The existing curb line is not required to be relocated with this petition.

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. Revise site plan and conditional note(s) to commit to dedicate 50' right-of-way from the road centerline on Shopton Road West. The site plan shall label and dimension the right-of-way from the road centerline.
4. Revise site plan to match the site entrance with the existing Kirkwynd Commons Drive.



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5. Revise site plan to show proposed private street (Kirkwynd Commons Drive extension) as a public street (U-02 local residential medium street) with the necessary public ROW.
6. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 12-foot multi-use path on Shopton Road West per Chapter 19. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement. The multi-use path and planting strip shall be located behind the future back of curb.
7. Revise site plan and conditional note(s) to commit to construct bicycle facilities by installing a 12' multi-use path to meet the Council-adopted Charlotte BIKES Policy. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements.
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 a conditional note specifying "the Petitioner shall dedicate and convey in fee simple all rights-of-way to the City before the site's first building certificate of occupancy is issued. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible."
10. Add a conditional note specifying "All transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes."
11. 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 broad southwestern Mecklenburg area, by way of a private/public partnership effort or other public sector project support."
12. Revise site plan and conditional note to permanently remove existing pedestrian crossing. This includes the removal of the pedestrian refuge island, 2 ADA ramps, and the marked crosswalk. Revise conditional notes.

Existing pedestrian crossing to be removed permanently, this includes the pedestrian refuge island, 2 ADA ramps, and the marked crosswalk.

- the subdivision, including the new street extension of Newtonmore Drive.
- e) New crosswalks will be installed along the sidewalk connection from Shopton Road West to Newtonmore Drive, with ADA compliant curb cuts at street crossings.
  - f) New 5' sidewalks will be installed to cross over driveways, allowing pedestrian access from residences to sidewalk connection.
  - g) A new pedestrian crossing will be installed at Shopton Road West on the west side of Kirkwynd Commons Drive.
  - h) A new left turn lane will be installed for traffic headed west on Shopton Road West. Existing pedestrian crossing to be demolished and relocated as described in item (f) upon the installation of new turn lane.
  - i) Ten parallel visitor parking spaces to be installed along private streets in new subdivision.

#### 6. Architectural Standards:

- a) Buildings to maximize frontage at public roads (Newtonmore Drive and Shopton Road West)

13. Revise site plan and conditional note to install valley curb on Newtonmore Drive. Verify that the proposed cross-section matches the existing Newtonmore Drive. Revise conditional notes.

This needs to match the cross-section for the existing Newtonmore Drive. Install valley curb, not 1'-6".

#### 3. Optional Provisions: N/A

#### 4. Permitted Uses: Per ordinance.

#### 5. Transportation:

- a) Newtonmore Drive to be extended to connect to private street and Shopton Road West.
- b) A new 6" curb and 1'-6" gutter will be installed on the extension of Newtonmore Drive to meet standards set forth for Local Residential Medium collector street in Charlotte Land Development Standards Manual (LDSM).
- c) A new 8' planting strip and 5' sidewalk will be installed on the extension of Newtonmore Drive to meet standards set forth for Local Residential Medium collector street in Charlotte LDSM.

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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>