

Rezoning Transportation Analysis

Petition Number: 2023-035

General Location Identifier: 14125111, 14125112

From: Jake Carpenter, PE
Jacob.carpenter@charlottenc.gov
980-221-5675

Reviewer: Patrick Monroe
Patrick.Monroe@charlottenc.gov
704-301-1411

Revision Log:

Date	Description
7-26-23	First Review (PM)

General Review Information

The petition is located adjacent to Shopton Road, a State-maintained minor arterial, east of Sandy Porter Road, a State-maintained minor arterial. The petition is located in the Shopton Road Industrial Activity Center outside of Route 4, within the Westside Strategy Plan Land Use Changes.

Active Projects Near the Site:

- U-5766B (Steele Creek Widening)
 - Anticipated construction 2029

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. Site plan and/or conditional note revisions are needed to commit to installing a left turn lane, remove the sites eastern access, and install a buffered bike lane. 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	2 Dwelling Units	20	<i>Tax Record</i>
Entitlement with Current Zoning	Single Family (N1-A, 10.34 acres)	31 Dwelling Units	344	<i>General Guidance from Planning</i>
Proposed Zoning	Warehousing (I-1, 10.34 acres)	120,000 SF	230	<i>Site Plan: 01-23-23</i>

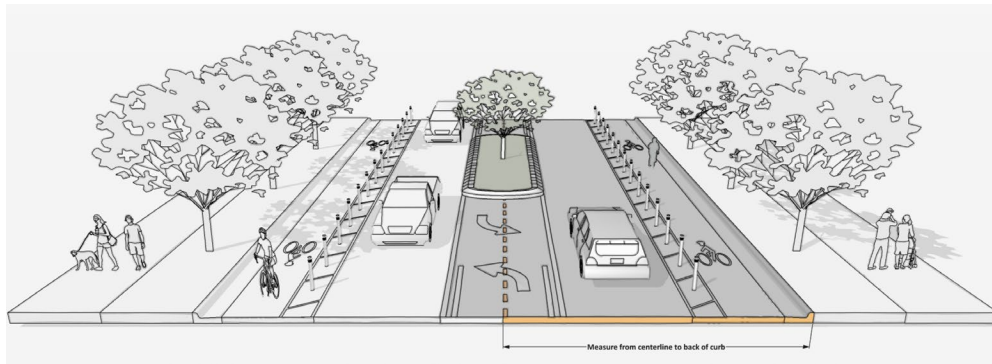
Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

Outstanding Issues

Strikethrough = Resolved

1. Curblines:

- a. **Shopton Road:** 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. The site plan shall label and dimension the right-of-way from the road centerline.
4. 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.

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5. 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.
6. 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."
7. Per coordination with NCDOT, revise site plan and conditional note(s) to commit to installing a left turn lane into the site from Shopton Road.
8. Per coordination with NCDOT, revise the site plan to remove the sites eastern access.
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. Revise conditional note III(d)(1), "Reference to "substantially complete" shall mean completion of the roadway improvements in accordance with the Technical Data Sheet provided, however, in the event certain non-essential roadway improvements (*if approved* by CDOT) are not completed at the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Rezoning Site, then CDOT will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings, and in such event the Petitioner may be asked to post a letter of credit or bond for any improvements not in place at the time such certificate of occupancy is issued to secure completion of the applicable improvements."
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. If 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 sidewalks.

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

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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>