

# Rezoning Transportation Analysis

Petition Number: 2020-156

General Location Identifier: Tax ID: 14125114

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**Reviewer:**

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## Revision Log:

Date	Description
11-30-2020	First Review (KP)

## General Review Information

This site is located at the intersection of Shopton Road and Pinecrest Drive, a State-maintained minor thoroughfare and a local street, inside the limits of Route 4. Additionally, this site is located within the Industrial Activity Center and inside the limits of the Westside Strategy Plan Study Area.

### Active Projects Near the Site:

- There are no active projects near this site.

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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 on Shopton Road, a State-maintained minor thoroughfare, in between Beam Road and Steele Creek Road. A Traffic Impact Study (TIS) is not needed for this review of this site. Site plan revisions are needed to meet ordinance requirements and the outstanding items including, but not limited to inclusion of labeling and dimensioning the curb line, right-of-way, sidewalk, and planting strip. Additionally, further coordination regarding the Shopton Road Extension CTP Alignment may result in additional outstanding items. Further details are listed below.

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## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)			Source
			Daily	AM Peak	PM Peak	
Existing Use	Single Family	2 Dwellings	20	4	4	Tax Record
Entitlement with Current Zoning	Single Family (R-3 38.33 acres)	114 Dwellings	1,175	86	115	General Guidance from Planning
Proposed Zoning	Warehouse	550,000 SF	915 <sup>1</sup>	91 <sup>2</sup>	94 <sup>3</sup>	Site Plan: 09-17-20

1. An estimated 20% of proposed development traffic will be heavy vehicles. The calculated 915 daily trips generated from this site encumbers all vehicles from passenger cars to heavy trucks in one day. These 915 daily trips do not account for pedestrian or transit traffic.
2. AM Peak Hour Trips – Accounts for the highest volume of entering and exiting vehicles within a one-hour period between the hours of 7 am and 9 am.
3. PM Peak Hour Trips - Accounts for the highest volume of entering and exiting vehicles within a one-hour period between the hours of 4 pm and 6 pm.

**Provide comments to the specified comments below.**

## Outstanding Issues

**Strikethrough = Resolved**

1. Curb Line:

Shopton Road: The curb line will be located 27-feet from the road centerline to back of curb. Label and dimension the curb line from the road centerline.

2. Traffic Study:

A Traffic Impact Study is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.

3. Revise site plan and conditional note(s) to dedicate 43-feet of right-of-way, along the site's Shopton Road frontage, from the road centerline. 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 6-foot sidewalk on Shopton Road, per City Ordinances (Ch. 19/20). The site plan shall label and dimension both items from the back of curb and gutter and road centerline.

5. Revise site plan and conditional note(s) to commit to construct a 5-foot bike lane with a 3-foot buffer along the site's Shopton Road frontage to meet the City of Charlotte BIKES Policy and add to the infrastructure network in the area.

6. Continue coordinating on internal street network, including potential Shopton Road Extension CTP alignment, with CDOT. Further comments may be added once alignment(s) and cross section(s) have been determined.

7. A site plan note(s) specifying dedication and fee simple conveyance of all rights-of-way to the City before the site's first building certificate of occupancy is issued is needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.

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8. A site plan note specifying that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued is needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.

## 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. 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. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
8. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:  
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>