

Rezoning Transportation Analysis
Petition Number: Insert Zoning Petition #2021-042
General Location Identifier: 14125107 & 14125108

From: Robyn Byers, Ph.D.
 Robyn.Byers@charlottenc.gov
 704-336-7404

Reviewer: Kevin Parker
 Kevin.Parker@charlottenc.gov
 704-432-6511

Revision Log:	Date	Description
	04/29/2021	First Review (KP)

General Review Information

This site is located outside Route 4 off Shopton Road, a state-maintained minor thoroughfare. Additionally, this site is located within the Industrial Activity Center and inside the limits of the Westside Strategy Plan Study Area and was included in the I-485 Interchange Analysis.

Active Projects Near the Site:

- Western Parkway (Douglas Dr.)
 - New 4-lane median-divided thoroughfare (potential for future 6-lane median-divided)
 - Unfunded project; 2036-2045 horizon year in MTP

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 site is located on Shopton Road, a State-maintained minor thoroughfare, approximately ¾ of a mile east of Steele Creek Road. CDOT is coordinating with the petitioner to commit to including a sidewalk and bike lane in accordance with the City's Ordinances and WALKS and BIKES policies. Site plan revisions are needed to meet ordinance requirements and/or the outstanding items including, but not limited to, including bicycle and pedestrian infrastructure on the site plan, removing one of the proposed access drives, and committing to restriping a center left-turn lane into the site. Further details are listed below.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	Tax Record

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Entitled Use	Retail	6,500 SF	940	General Guidance from Planning
Proposed Use	Townhomes	12 Units	15	Site Plan: 3/18/2021

Provide comments to the specified comments below.

Outstanding Issues

~~Strikethrough~~ = Resolved

1. **Curb Line** - Shopton Road: The future location of curb and gutter is located 27-feet from the centerline to back of curb.

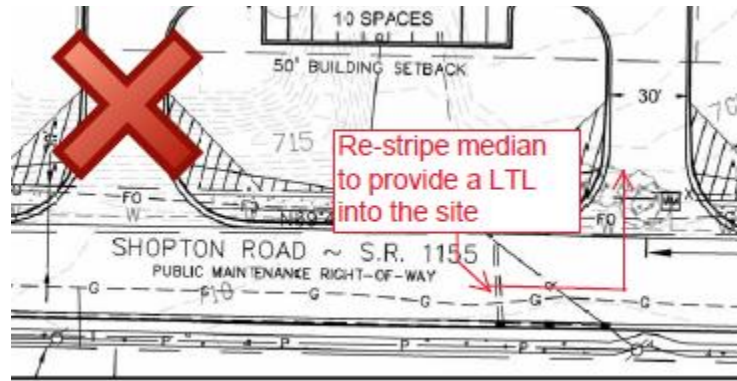
Label and dimension the curb and gutter from the existing road centerline road.

2. Traffic Study:
A Traffic Impact Study (TIS) 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 commit to dedicate 43-foot right-of-way from the existing Shopton Road centerline. 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 6-foot sidewalk on Shopton Road per Chapter 19. The site plan shall label and dimension both items from the back of curb and gutter and road centerline.
5. Revise the site plan and conditional note(s) to commit to construct a 5-foot bicycle lane with a 3-foot buffer along Shopton Road. Label and dimension from the Shopton Road centerline.
6. Revise the site plan by removing the site's west access driveway off of Shopton Road.

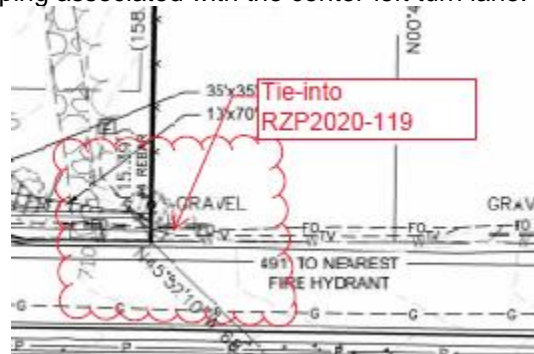


7. Revise the site plan and conditional note(s) to commit to re-striping the existing striped median to encompass an eastbound left turn lane with 150-feet of storage and appropriate bay taper. This striping will follow NCDOT Roadway Marking Standards. Include the striping on the site plan.

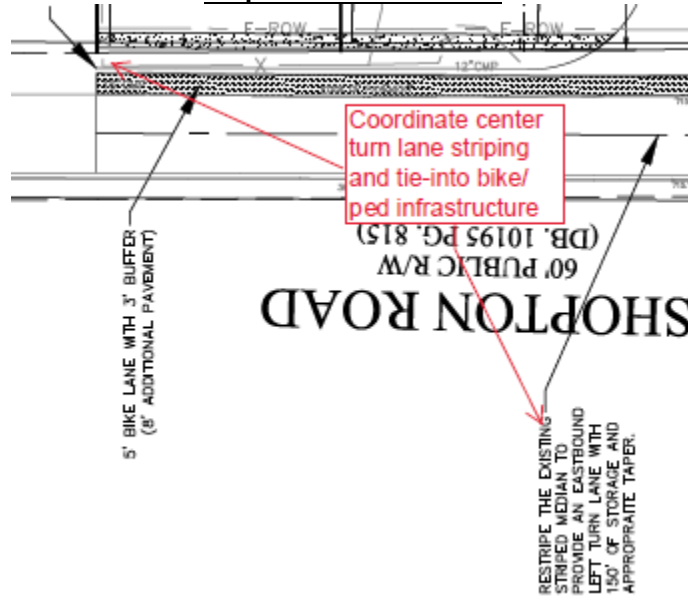
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8. Revise the site plan and conditional notes to commit to connecting the bicycle and pedestrian infrastructure, as well as the center-left turn lane striping, into the previously approved infrastructure and striping associated with RZP 2020-119 adjacent to this petition. The infrastructure and striping will be designed and constructed in accordance with CDOT and NCDOT standards.
 Note: It will be beneficial to coordinate with 2020-119 as soon as possible to mitigate any unnecessary/redundant striping associated with the center-left turn lane.



Snip from RZP2020-119



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9. A site plan note(s) specifying dedication and fee simple conveyance of all rights-of-way to NCDOT 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.
10. 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. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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.
3. 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.
4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.
8. 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.
9. 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>