



Charlotte Department of Transportation

Memorandum

Date: July 28, 2010

To: Tom Drake & Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE 
Development Services Division

Subject: Rezoning Petition 10-048: Located along the south side of Shopton Road
near the intersection of Lebanon Drive and
Shopton Road

Consistency with Transportation Action Plan (TAP): The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

Goal 1 of the TAP relies on implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in an Industrial Center. Such areas should be oriented to vehicular access and circulation. Specific comments are provided below to link proposed changes in land use with improved transportation network.

Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are provided below to bring the petition into compliance with best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 180 trips per day as currently zoned. ITE does not publish information sufficient to determine the likely trip generation of this type of proposed land use. However, given the operating characteristics of the use and the relatively small size of the building, CDOT does not have concerns about the traffic impacts associated with the new vehicle trips under this proposal.

Since access is proposed to a state-maintained roadway, they may require a left-turn lane as part of their driveway permit approval process. They may have additional or different requirements for their approval than what is identified in this rezoning process. The developer/petitioner is recommended to meet with North Carolina Department of Transportation (NCDOT) early in the development process to identify any issues that they may have. Please contact Mr. Louis Mitchell (NCDOT) at 704-596-6900.

CDOT requests the following changes to the rezoning plan:

1. Shopton Road is a minor thoroughfare requiring a minimum of 70 feet of right-of-way per the City of Charlotte Zoning Ordinance Section 12.103. We request that the petitioner convey right-of-way in fee simple title to meet this requirement. Any

remaining portion of the sidewalk not contained within the right-of-way should be placed in a dedicated sidewalk and utility easement.

2. Provide curb and gutter along Shopton Road at a distance of 24 feet from the centerline to the face of curb. A 6-foot sidewalk behind an 8-foot planting strip is also being requested along the property frontage.

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' and two 10' x 70' sight triangles are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance(s). Such items should be identified on the site plan.
2. The proposed driveway connection to Shopton Road will require a driveway permit to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location and type/width of the driveway will be determined by CDOT/NCDOT during the driveway permit process. The locations of the driveway shown on the site plan are subject to change in order to align with driveway on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
3. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
4. 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 the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

If we can be of further assistance, please advise.

- c: R. H. Grochoske (via email)
J. A. Carroll – Review Engineer (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E. D. McDonald (via email)
T. Votaw (via email)
Louis Mitchell – NCDOT (via email)
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Rezoning File

Tom Drake & Tammie Keplinger
July 27, 2010
Page 3 of 3