

Rezoning Transportation Analysis

Petition Number: 2025-128

General Location Identifier: 14117110, 14117112

From: Jake Carpenter, PE

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Reviewer:

Chris Manno

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Revision Log:

Date	Description
12-22-25	First Review (CM)
1-22-26	Second Review (CM)

General Review Information

The petition is located adjacent to Shopton Road, a State-maintained minor arterial, east of Stonecliff Road, a State-maintained local street. The petition is located in a Lake Wylie wedge outside of Route 4, within the Dixie Berryhill Strategic Plan.

Active Projects Near the Site:

- TIP - HP-0002
 - Route: I-485
 - Description: I-77 to I-85 in southwest Charlotte. Construct one express lane in each direction. This is a toll project (express lanes only).
 - ROW Year/Construction Year: Funded for preliminary Engineering Only
- TIP - I-5828
 - Route: I-485
 - Description: I-77 to NC 49; Bridges 590661, 590662, 590663, 590664, and 590643. Rehabilitate pavement; Rehabilitate bridges.
 - Construction Year: 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 site is located adjacent to Shopton Road, a State-maintained minor arterial, east of Stonecliff Road, a State-maintained local street. A Comprehensive Transportation Review (CTR) is required for this site due to the site falling within the low intensity development. Based on the 1,489 daily trips, this will trigger a Traffic Impact Study and Tier 1 multimodal assessment. TIS was submitted on 01/16/2026 and comments due back by 02/16/2026. Site plan and/or conditional note revisions are needed to show separated/buffered bike lane along Shopton Road, show network-required private street New Fashion Way to have public access easement (PAE) instead of private right-of-way, update driveway orientation connecting to New Fashion Way, update plan note along Shopton Road, clean up right-of-way dedication along Shopton Road,

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and update right-of-way to face of sidewalk on public roads for portions of project located within the Extraterritorial Jurisdiction, in accordance with the UDO. Further details are listed below.

Scenario	Land Use	Intensity	Trip Generation			Source
			Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	
Existing Use	Vacant	-	-	-	-	<i>Tax Record</i>
Entitlement with Current Zoning	Retail (BP, 15.16 acres)	100,000 SF	6,752	173	519	<i>General Guidance from Planning</i>
Proposed Zoning	Multifamily (N2-B, 15.16 acres)	330 DUs	1,489	130	126	<i>Site Plan: 11-14-25</i>

Trip Generation

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

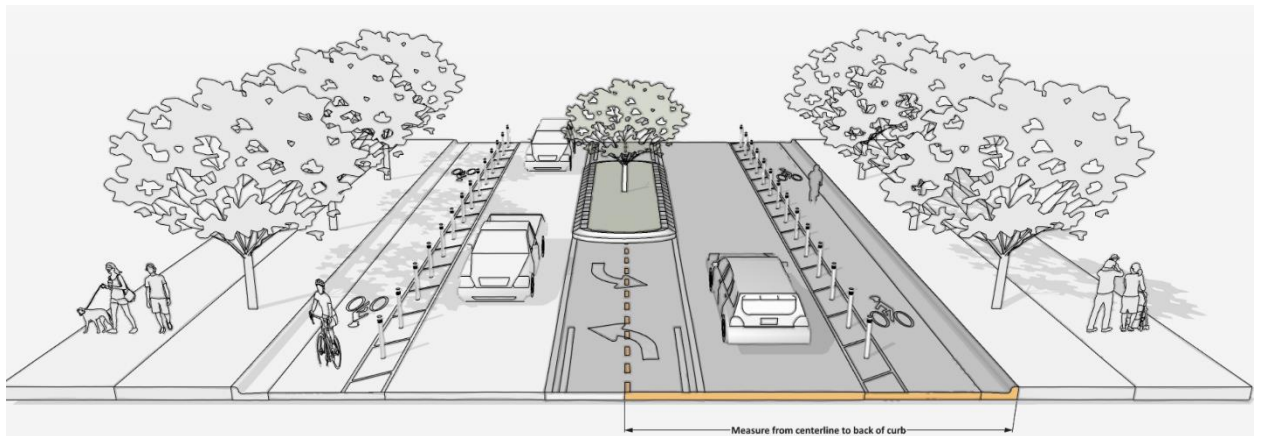
Outstanding Issues

Strikethrough = Resolved

1. Curblines:

- a. ~~Shopton Road: Location of future curb and gutter is to be located 27' from centerline.~~

2+ Avenue, Buffered/Separated Bike Lanes



Label and dimension the curb and gutter from the centerline for each road on the site plan.

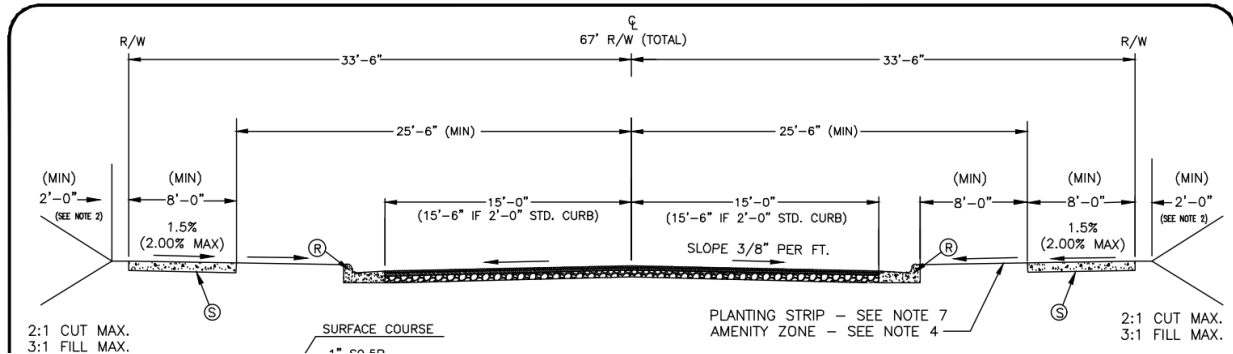
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- b. **Outstanding Comment from 12-22-25: Internal Public Streets:** Location of future curb and gutter is to be located 17.5' from centerline.

Local residential wide street (8' sidewalk) CLDSM U-03



Clarifying Comment 01-22-26: Callout internal public road as CLDSM U-03

2. Comprehensive Transportation Review (CTR):

A Traffic Impact Study is required for the complete review of this petition due to the site generating site trips over ordinance thresholds and adding a 4th leg to traffic signal at Shopton Road and New Fashion Way found in the Charlotte Streets Manual Table 3.1 and/or triggering other City TIS requirements.

Staff will receive the petition and begin review, but the public hearing will not be scheduled until the TIS is approved to allow for the minimum time necessary for CDOT to review the study and reach agreement with the petitioner on the required transportation commitments. *Any agreed upon commitments shall be included on the last site plan submitted no fewer than 4 weeks prior to the public hearing.* Therefore, additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT (and NCDOT).

The petition's zoning falls within the medium to high intensity development which based on the 1,489 daily trips will trigger Tier 1 (3 mitigation points) for multimodal assessment. The petitioner shall review and assess the publicly accessible pedestrian network within ¼ mile walking distance of the site to identify multimodal infrastructure to meet the Tier 1 (3 mitigation points) for multimodal assessment.

Complete CTR summary table and include on the revised plan. CTR table link (use Site Data Table – CTR Summary tab): <https://www.charlottenc.gov/files/sharedassets/city/v/2/growth-and-development/documents/dev-center-fees/resources/udo-site-data-tables-curb-ramps-and-ctr.xlsx>

Outstanding Comment 01-22-26: TIS submitted on 01/16/2026. Comments due back by 02/16/26.

3. Revise site plan and conditional note(s) to commit to dedicate 35' right-of-way along Shopton Road and 25.5' right-of-way along internal public streets from the road centerline. The site plan shall label and dimension the right-of-way from the road centerline. Right-of-way dimension will be from the road centerline to face of sidewalk.

Outstanding Comment 01-22-26: This project is located within the Extraterritorial Jurisdiction (ETJ) and thus the Right-of-way line should be dedicated to the front face of sidewalk with a public access easement (PAE) dedicated over the sidewalk for all public roadways. Revise site plan and conditional notes to adjust the Right-of-way dimensions.

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- ~~4. Revise site plan and conditional note(s) to commit to construct bicycle facilities by locating the curb and gutter 27' from the center line in accordance with the council-adopted Charlotte Streets Map.~~
- ~~5. 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."~~
- ~~6. Revise site plan and conditional note(s) to commit to installing a left turn lane into the site along eastbound Shopton Road.~~
- ~~7. Revise site plan and conditional note(s) to commit to aligning New Fashion Way with the existing New Fashion Way south of Shopton Road. The proposed road should have opposing left turn lanes with a thru/right turn lane.~~
- ~~8. Revise site plan and conditional note(s) to commit to connecting the Wildgrass Court roadway and sidewalk to existing roadway and sidewalk to the west.~~
- ~~9. Revise site plan and conditional note(s) to commit to connecting the Shopton Road sidewalk to existing sidewalk to the west.~~
- ~~10. 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."~~
- ~~11. Add a conditional note specifying "All transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued."~~
- ~~12. 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 area, by way of a private/public partnership effort or other public sector project support."~~
13. **Outstanding Issue From 12-22-25:** Revise site plan and conditional note(s) to construct 8-foot planting strips and 8-foot sidewalks on Shopton Road and internal public streets. 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 on Shopton Road and internal public streets.

Clarifying Comment 01-22-26: This project is located within the Extraterritorial Jurisdiction (ETJ) and thus the Right-of-way line should be dedicated to the front face of sidewalk with a public access easement (PAE) dedicated over the sidewalk for all public roadways. Revise site plan and conditional notes to adjust the Right-of-way dimensions.
14. **New Comment 01-22-26:** Revise site plan to show buffered/separated bike lane (3ft minimum) along Shopton Road frontage in addition to the 5ft bike lane.

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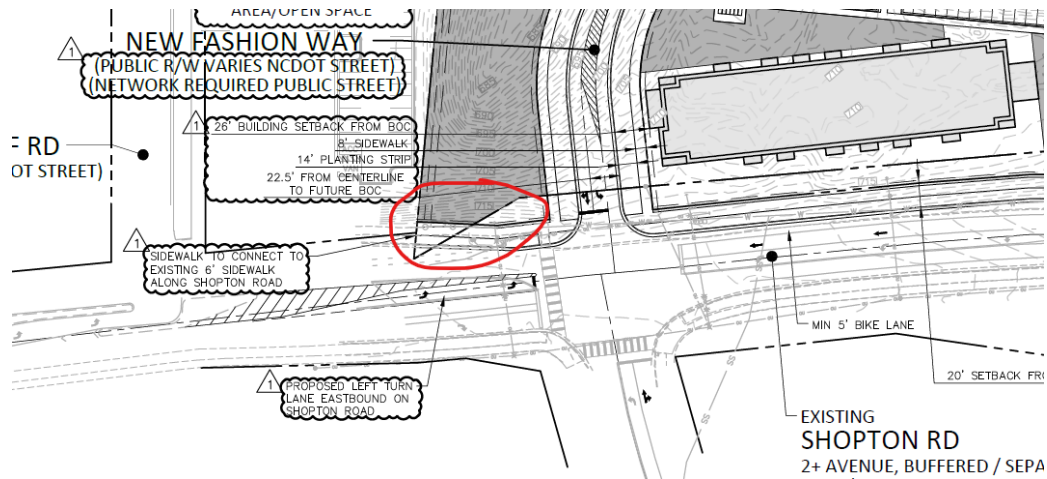
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- New Comment 01-22-26:** Remove note from site plan regarding Multi-use paths maintained by the City shall meet ADA/PROWAG requirements.

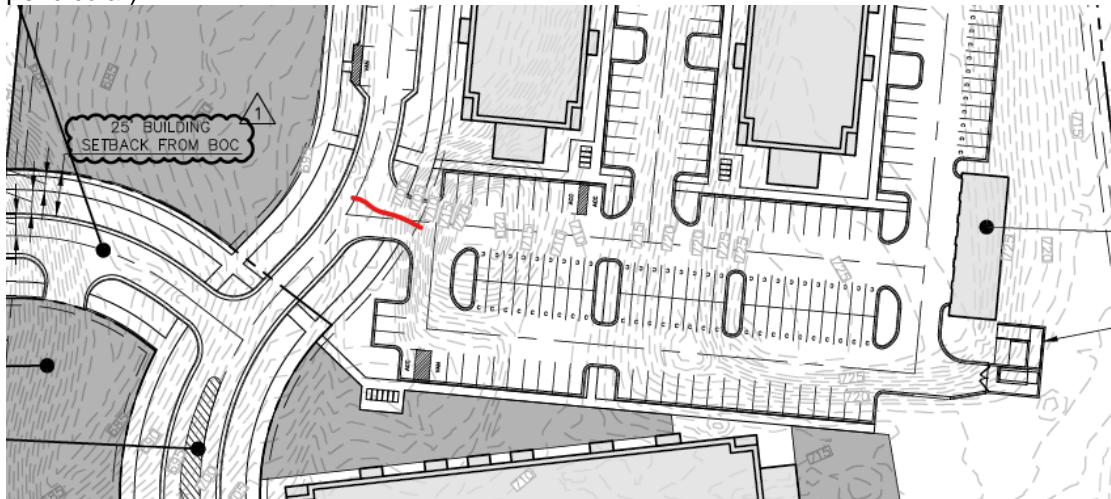
EXISTING
SHOPTON RD
2+ AVENUE, BUFFERED / SEPARATED BIKE LANES PER STREETS MAP
- 27' FROM CENTERLINE TO FUTURE BOC
- 8' PLANTING STRIP
- 8' SIDEWALK IN ACCORDANCE WITH THE COUNCIL ADOPTED CHARLOTTE STREETS MAP. ~~MULTI USE PATHS MAINTAINED BY THE CITY SHALL MEET ADA/PROWAG REQUIREMENTS.~~

- New Comment 01-22-26:** Revise site plan and conditional notes to show New Fashion Way will have public access easement (PAE) in place of private Right-of way. Identify northern limits of PAE along New Fashion Way.

- New Comment 01-22-26:** Revise site plan to clean up ROW along Shopton Road to show appropriate ROW along entire frontage.



- New Comment 01-22-26:** Revise site plan to align driveway intersection at 90-degree angle (perpendicular).



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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 Unified Development Ordinance.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 50' x 50' 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 to comply with City of Charlotte Unified Development Ordinance regulations.
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>