

# Rezoning Transportation Analysis

Petition Number: 2019-150

General Location Identifier: 05312211, 05312212, 05312219, 05312213, 05312214, 05312228, 05312224, 05312220

**From:** Felix Obregon, PE  
[fobregon@charlottenc.gov](mailto:fobregon@charlottenc.gov)  
704-432-5729

**Reviewer:** Eric Lemieux, PE  
[Eric.lemieux@charlottenc.gov](mailto:Eric.lemieux@charlottenc.gov)  
704-336-2683

## Revision Log:

| Date     | Description  |
|----------|--------------|
| 11-21-19 | First Review |

## General Review Information

The site is at the unsignalized intersection of Moores Chapel Road (minor thoroughfare, state maintained) and (Performance Road (minor thoroughfare, state maintained). The site is in a wedge outside Route 4 and is within the limits of the Catawba Area Plan.

### Active Projects Near the Site:

- NCDOT I-5770, I-85 Interstate Maintenance STIP
  - The project will rehabilitate pavement from NC 16 to SR 1601 (Moores Chapel Road). Construction date is to-be-determined.
- NCDOT I-5828, I-485 Interstate Maintenance STIP
  - The project will rehabilitate pavement from I-77 to NC 49, with construction starting in 2022.

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*CDOT's review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP) which seeks 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.*

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*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 two (2) minor thoroughfares in the ETJ. Both thoroughfares are currently two-lane undivided facilities without left turn lanes. The petitioner should revise the site plan to meet the ordinance requirements and the outstanding items listed below.

## Trip Generation

| Scenario                        | Land Use                        | Intensity    | Trip Generation (vehicle trips/day) | Source                         |
|---------------------------------|---------------------------------|--------------|-------------------------------------|--------------------------------|
| Existing Use                    | Single Family                   | 7 dwellings  | 10                                  | Tax Record                     |
| Entitlement with Current Zoning | Single Family (32 acres of R-3) | 96 dwellings | 1,000                               | General Guidance from Planning |
| Proposed Zoning                 | Warehouse                       | 500,000 sf   | 840                                 | Site Plan: 10-04-19            |

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## Outstanding Issues

Strikeout = Not an outstanding issue

### 1. Curbline

**Moores Chapel Road:** Location of the future back-of-curb should be placed 19 feet from the existing centerline of Moores Chapel Road. The future unfunded cross section of Moores Chapel Road calls for a future three lane section: (2) 11-foot travel lanes, with an 11-foot center turn lane or median.

The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road, and the conditional note(s) should commit to constructing the curb at the future location.

2. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition. If the during the permitting process the site generates more than 2500 daily trips, then a traffic study will be required.
3. The petitioner should revise the site plan and conditional note(s) to commit to dedicate 35 feet of right-of-way from the existing Moores Chapel Road centerline, per *Section 12.103. Requirements for lots along thoroughfares* of the Zoning Ordinance. The site plan should label and dimension the right-of-way from the existing road centerline.
4. The petitioner should revise the site plan and conditional note(s) to complete the Charlotte Regional Transportation Planning Organization (CRTPO) Comprehensive Transportation Plan (CTP) map revision amendment process and commit to constructing the on-site portion of the Performance Road Extension CTP, as shown in "red" below.



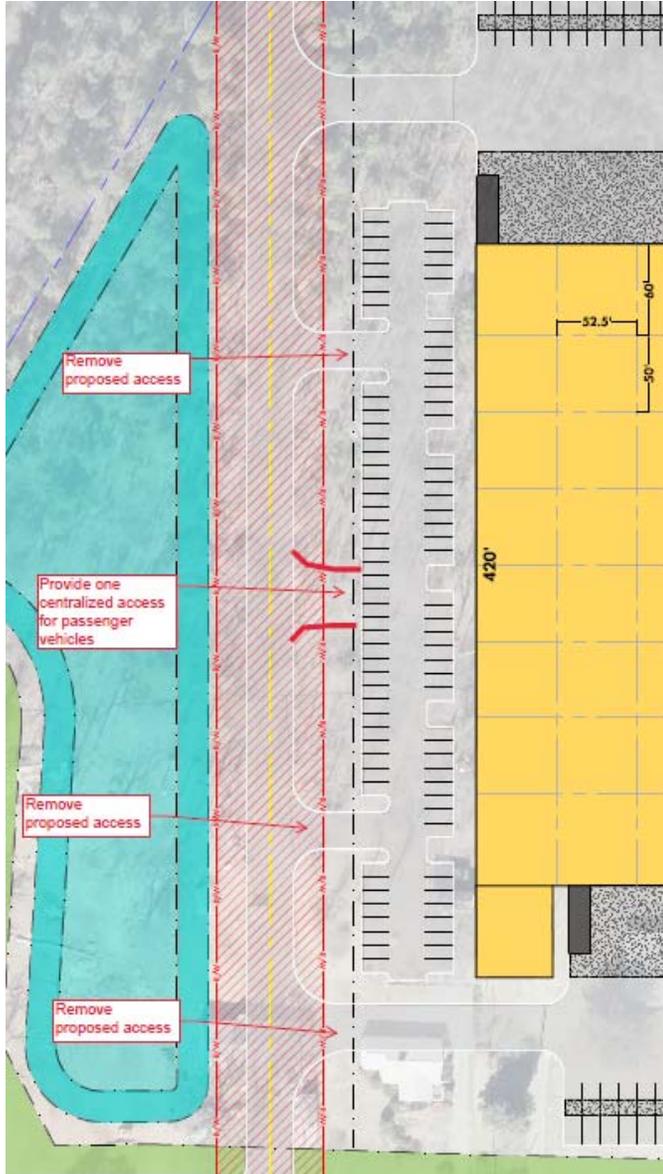
5. The petitioner should revise the site plan and conditional note(s) to construct the proposed Performance Road Extension CTP modified alignment with 82-feet of dedicated public right-of-way to include (2) 11-foot travel lanes, (1) 11-foot center turn lane (or raised median), with a 2.5-foot curb and gutter, 8-foot planting strip, and 12-foot multi-use path on both sides.

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- The petitioner should revise conditional note 3. *Transportation Improvements and Access, b* to commit to construct a 12-foot multi-use path along the property's frontage of Moores Chapel Road, from 27 to 39-feet from the existing centerline of Moores Chapel Road. The site plan should label and dimension the multi-use path from the future back-of-curb and gutter and road centerline. A sidewalk utility easement may be placed 2-feet behind the proposed multi-use path.
- The petitioner should revise the site plan and conditional note(s) to modify the proposed site access management, as shown below. A 100-foot minimum driveway stem will be required at each access.



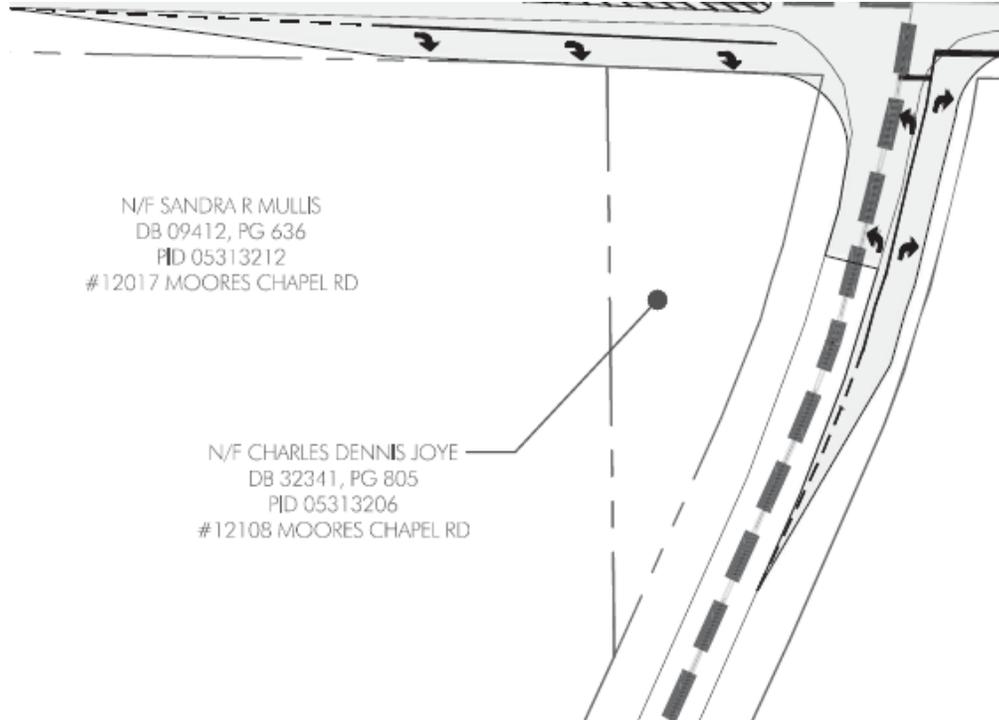
- The petitioner should revise the site plan and conditional notes 3. *Transportation Improvements and Access, c.a and c.b* to remove the proposed right-turn lane on Moores Chapel Road, as well as the proposed left and right-turn lanes on Performance Road. This removal is requested, considering this

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portion of Performance Drive will be realigned within the CTP Map revision amendment. Please retain the proposed westbound left-turn lane on Moores Chapel Road at the intersection of existing Performance Road and Moores Chapel Road.



9. The petitioner should revise the site plan and conditional note(s) to include an eastbound left-turn lane on Moores Chapel Road, with 150' of storage with appropriate approach and departure tapers, at the revised Performance Drive CTP alignment, located on the western edge of the site.

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10. The petitioner should revise the site plan to add a note 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. CDOT requests right of way set at 2' behind back of sidewalk where feasible.
11. The petitioner should revise conditional notes 3. *Transportation Improvements and Access, e and f.* specifying all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.
- ~~12. Resolved-Sample format for comment that is resolved~~

## Advisory Information

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. According to the City of Charlotte's Driveway Regulations, 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.
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 North Carolina Department of Transportation on NCDOT maintained streets) 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.
3. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and the North Carolina Department of Transportation 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 to be 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 the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.