

Rezoning Transportation Analysis

Petition Number: 2020-062

General Location Identifier: Tax ID 04545103

From: Felix Obregon, PE
fobregon@charlottenc.gov
704-432-5729

Reviewer: Walta Blackmon, PE
walta.brumschine@ci.charlotte.nc.us
704-432-1556

Revision Log:

Date	Description
05-08-20	First Review (TVT)

General Review Information

This site is on Old Statesville Road (major thoroughfare, state maintained) and Gibbon Road (minor thoroughfare, city maintained) and is in a corridor outside Route 4. This site is within the Westside Strategy Plan Study Area.

Active Projects Near the Site:

- Project Name
 - No active projects in the area.

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

There is existing curb and gutter, standard planting strip and sidewalk on Old Statesville Road. On Gibbon Road there is no curb and gutter or sidewalk. CDOT is requesting the petitioner to submit a traffic impact study because the site generates more than 2500 daily trips. In addition, we request the petitioner to change from a conventional to a conditional site plan.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Tractor Supply Store Single Family (6.73 ac of R-3)	50,000 sf 20 dwellings	310	General Guidance from Planning and RZ 2007-016
Proposed Zoning	Retail	165,150 sf	8,820	General Guidance

Rezoning Transportation Analysis

Petition Number: 2020-062

General Location Identifier: Tax ID 04545103

	(11.01 ac of B-2) Apartments (6.73 ac of R-8MF)	53 dwellings	from Planning
--	---	--------------	---------------

Please provide responses to our comments.

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition due to the site generation of more than 2500 daily trips. The petitioner can change the zoning or provide a conditional site plan to better define the proposed trip generation for the site.

Staff will receive the petition and begin work on it, but the public hearing will not be scheduled until the TIS is received. This will allow for the minimum time necessary for CDOT to review and approve the study and reach agreement with the petitioner on the required transportation commitments, and have them 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.

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.

- 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.
- 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.
- 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.
- 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.
- All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
- Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
- 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.