

# Rezoning Transportation Analysis

Petition Number: #2022-123

General Location Identifier: 04545221, 04545222, 04545224

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## Revision Log:

Date	Description
12-28-22	First Review (TM)
01-24-23	Second Review (DR)
02-23-23	Third Review (DR)

## General Review Information

The petition is located on the south side of Gibbon Road, a City-maintained minor throughfare east of Old Statesville Road, a State-maintained major throughfare. The petition is located in a north corridor wedge outside of Route 4.

Active Projects Near the Site:

- N/A

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*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.*

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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 a City-maintained, minor thoroughfare, Gibbon Road. A Traffic Impact Study (TIS) is not required for this site due to the site generating less than 2500 daily trips. Site plan and/or conditional note revisions are needed to commit to constructing a 6-foot sidewalk behind the planting strip, curb and gutter, and right-of-way dedication on Wanamassa Drive and Oak Drive. Further details are listed below.

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## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	3 Dwelling Units	30	Tax Record
Entitlement with Current Zoning	Single Family (R-3, 19.54 acres)	58 Dwelling Units	615	General Guidance from Planning
Proposed Zoning	Single Family Attached (R-8MF, 19.54 acres)	153 Dwelling Units	1,120	Site Plan: 06-24-22
Proposed Zoning	Single Family Attached (R-8MF, 19.54 acres)	287 Dwelling Units	2,140	Site Plan: 01-17-23

**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. ~~Gibbon Road:~~ Location of curb and gutter to be moved to 19 feet from roadway centerline to accommodate the Charlotte Streets Map with a roadway typical section of CLDSM 11.09 Minor Thoroughfare.
- b. **New Comment from 2-23-23: Oak Drive:** Curb and gutter shall be placed along the entire site's frontage. Label and dimension the proposed curb line from the exiting centerline of the road.
- c. **New Comment from 2-23-23: Wanamassa Drive:** Curb and gutter shall be placed along the entire site's frontage. Label and dimension the proposed curb line from the exiting centerline of the road.

NOTE: Additional distance from center line to back of curb may be required in locations where a median is present or around intersections and interchanges.

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

**2. Traffic Study:**

~~A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating less than 2,500 daily trips and/or not triggering any other City TIS requirements.~~

- 3. ~~Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 6-foot sidewalk on all internal Public Roadways per Chapter 19. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement.~~

**Outstanding Comment from 1-24-23:** With public streets D, E, and F added. Revise conditional note to commit to construct 8-foot planting strip and 6-foot sidewalk on all internal public roadways.

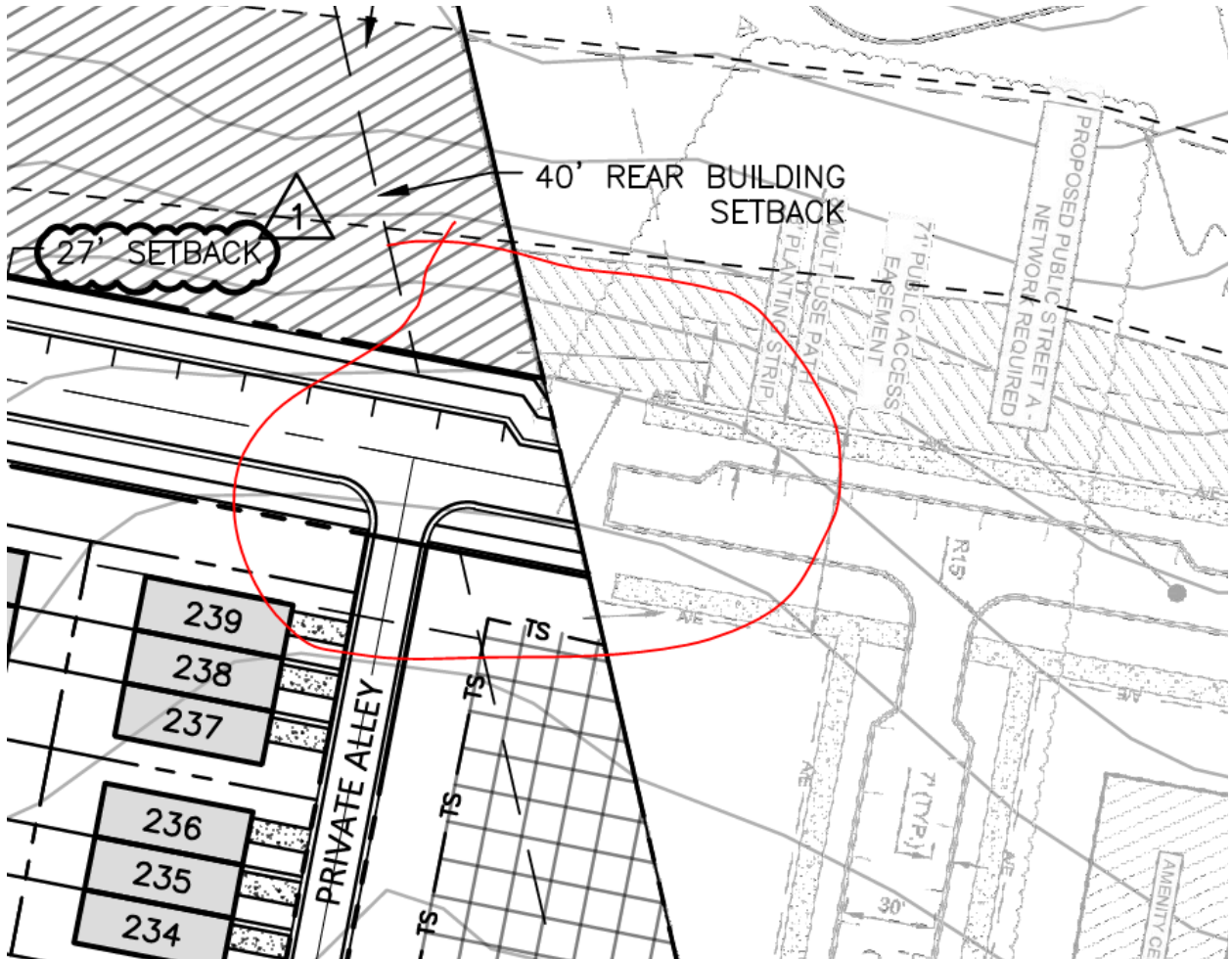
- 4. **New comment from 02-23-2023:** Revise conditional note(s) to commit to dedicate 28-feet of right-of-way from the road centerline along Wanamassa Drive in coordination per CLDSM Local Residential Medium Street and 30-feet of right-of-way from the road centerline along Oak Drive in coordination per CLDSM Residential Collector. The site plan shall label and dimension the right-of-way from the road centerline.

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- New comment from 02-23-2023:** Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip and 6-foot sidewalk along the site frontages on Oak Drive and Wanamassa Drive. The site plan shall label and dimension both items from the back of curb and gutter and road centerline.
- New Comment from 1-24-23:** Ensure that public road F connects to the public road A from rezoning petition 2022-034. Clearly show the connection. It is unclear from the site plan if the connection is being made.

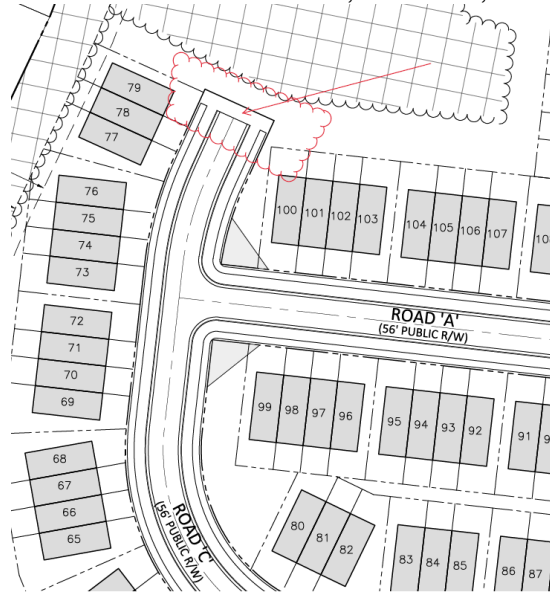


- ~~Add a conditional note specifying "A Right of Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City maintained street right-of-way by a private individual, group, 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."~~
- ~~CDOT Requests site plan and conditional note(s) revision to commit to upgrading existing Easy Street to meet the CLDSM standard U-02.~~  
  
~~Revise site plan and conditional note(s) to label each public roadway per CLDSM U-02 roadway typical section standards.~~
- Rescinded 1/24/2023:** Revise site plan and conditional note(s) to commit to providing a turn-around on public roadway C meeting CLDSM standards.

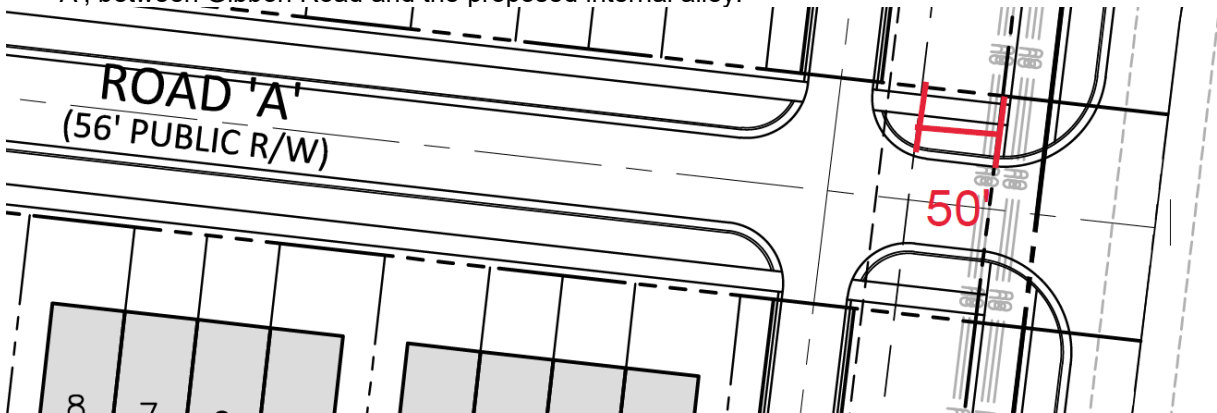
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10. ~~Revise site plan to provide a minimum internal stem length of 50' between radius returns along Road 'A', between Gibbon Road and the proposed internal alley.~~



11. ~~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." Where ROW is not placed 2 feet behind sidewalk 2-foot Sidewalk Utility Easement shall be required. Please add language to note committing to providing a sidewalk utility easement where ROW is not provided 2 feet behind sidewalk.~~

**d.** The Petitioner shall dedicate and fee simple convey all rights-of-way along Gibbon Road to the City prior to the issuance of the first certificate of occupancy for the Site. The Petitioner shall provide an additional two (2) feet of right-of-way behind the sidewalk where feasible. On public streets internal to the site, a sidewalk utility easement will be provided one (1) foot behind the sidewalk.

12. ~~Add a conditional note 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."~~

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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's Driveway Regulations.
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 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 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 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>