

# Rezoning Transportation Analysis

Petition Number: 2024-056

General Location Identifier: 16926115

**From:** Jake Carpenter, PE

Jacob.Carpenter@charlottenc.gov

980-221-5675

**Reviewer:**

**Chris Manno**

Chris.Manno@charlottenc.gov

980-408-0281

## Revision Log:

Date	Description
06-26-24	First Review (CJM)
07-24-24	Second Review (JP)

## General Review Information

The petition is located adjacent to Yorkmont Road, a State maintained arterial, between South Tryon Street, a State maintained arterial and Lochlain Drive a City maintained local. The petition is in the South Corridor wedge and inside the Westside Strategy Plan Study Area. The petition is in the Commercial place type of the 2040 policy map.

### Active Projects Near the Site:

- Tryon Street at Nations Ford Road and Yorkmont Road Pedestrian Safety Improvements
  - Intersection improvements
  - Estimated completion: 2024

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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 petition is located adjacent to Yorkmont Road, a State maintained arterial, between South Tryon Street, a State maintained arterial and Lochlain Drive a City maintained local. A Traffic Impact Study (TIS) is not required for the site due to the development generating site trips under ordinance thresholds and not meeting additional TIS triggers. Site plan and/or conditional note revisions are needed to commit to updating conditional notes. Further details are listed below.

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## Trip Generation

Scenario	Land Use	Intensity	Trip Generation			Source
			Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	
Existing Use	Hotel	137 Rooms	1,062	61	73	<i>Tax Record</i>
Entitlement with Current Zoning	Hotel (O-15, 5.2 acres)	137 Rooms	1,062	61	73	<i>General Guidance from Planning &amp; RZ# 1985-044</i>
Proposed Zoning	Multifamily (Low-Rise) (N2-B, 5.2 acres)	138 Dwelling Units	960	66	80	<i>Site Plan: 05-06-24</i>

**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. ~~Yorkmont Road: The future back of curb location is to be 24 feet from centerline for a 2+ Avenue with bike lanes per Charlotte Streets Map. Curb and Gutter is not required to be relocated at this time.~~

**2. ~~Comprehensive Transportation Review (CTR):~~**

~~A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating site trips under ordinance thresholds found in the Charlotte Streets manual Table 3.1 and/or not triggering any other City TIS requirements.~~

- ~~3. 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."~~

- 4. New Comment 7.24.24:** Add conditional notes shown below that were removed from the Development Standards.

- c. Where necessary, the Petitioner shall dedicate and convey in fee simple all rights-of-way to the City of Charlotte before the Site's first building certificate of occupancy is issued. CDOT requests right-of-way set at two (2) feet from the back of sidewalk where feasible.
- d. Unless otherwise stated herein, all transportation improvements shall be substantially completed prior to the issuance of the first building certificate of occupancy for the Site.
- e. 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.

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5. **New Comment 7.24.24:** Remove conditional note IV.a. The project as proposed will not be required to upgrade streetscape during permitting as it does not trigger the ordinance. This note could exempt the site from streetscape upgrades in the future if it were to be redeveloped.

## Transportation

- a. Petitioner proposes to maintain the existing streetscape along the Site's frontage of Yorkmont Road.

- ~~6. CDOT Requests that petitioner commit to providing pedestrian connection between existing Yorkmont Road streetscape and internal sidewalk/pedestrian connections. Petitioner has indicated they cannot accommodate this request.~~



## 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.

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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>