

Rezoning Transportation Analysis

Petition Number: 2022-120

General Location Identifier: 21710208

From: Jake Carpenter, PE

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Reviewer:

Patrick Monroe

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Revision Log:

Date	Description
12-29-22	First Review (PDM)

General Review Information

The petition is located on the south side of York Road, a State-maintained major throughfare west of Grand Palisades Parkway, a privately maintained minor throughfare. The petition is in the Lake Wylie wedge outside of Route 4, and within the Steele Creek Area Plan.

Active Projects Near the Site:

- N/A

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 petition is located on the south side of York Road, a State-maintained major throughfare west of Grand Palisades Parkway, a privately maintained minor throughfare. A Traffic Impact Study (TIS) is not required for this site. Site plan and/or conditional note revisions are needed to label and dimension the back of curb and right-of-way along each road, providing bike facilities along York Road per the Council adopted Charlotte BIKES Policy, and to provide a left turn lane at the proposed site access. In addition, CDOT is requesting the petitioner provide dual left turn lanes on the northbound approach of Grand Palisades Parkway at York Road. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Church	7,028 SF	90	Tax Record
Entitlement with Current Zoning	(MX-3, 11.619 acres)	-	Too many uses to determine trip generation	General Guidance from Planning
Proposed Zoning	Single Family Attached Retail (MX-3 INN, 11.619 acres)	115 Dwelling Units 14,000 SF	1,650	Site Plan: 11-4-22

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

Outstanding Issues

Strikethrough = Resolved

1. Curblin:

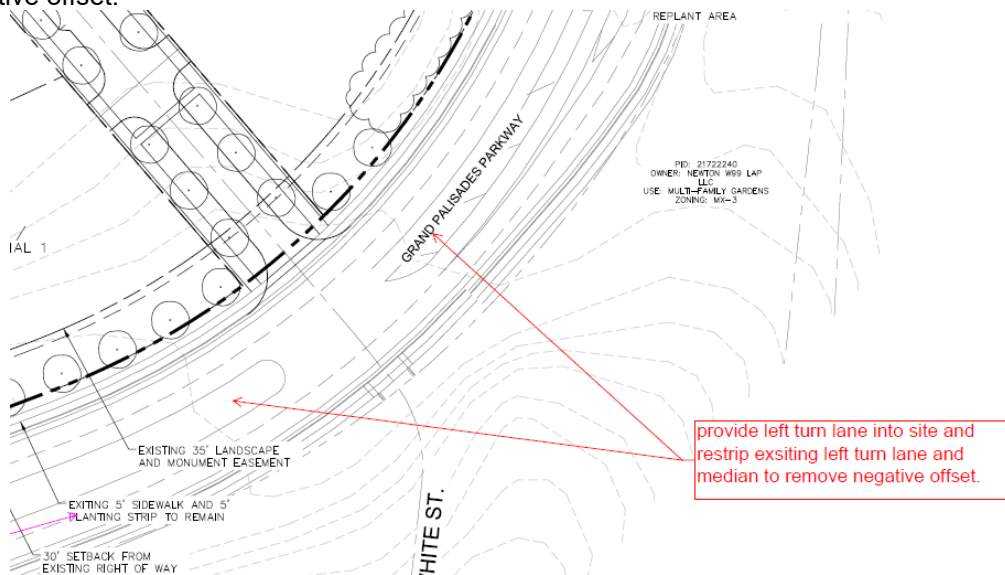
Label and dimension the curb and gutter from the centerline for each road on the site plan.

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 to dimension the right-of-way and back of curb on York Road and Grand Palisades Parkway.

4. Revise site plan and conditional note(s) to provide a left turn lane at the proposed site driveway with a minimum of 150ft of storage. In addition, restripe the existing left turn lane and median to remove the negative offset.



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5. York Road Bike Facilities:
Revise site plan and conditional note(s) to commit to construct bicycle facilities by installing a 12' multi-use path on York Road to meet the Council-adopted Charlotte BIKES Policy. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements. Dimension the 12' multi-use path and 8' planting strip.
6. Grand Palisades Parkway Bike Facilities:
Bike facilities should be provided on Grand Palisades Parkway to meet the Council-adopted Charlotte BIKES Policy. CDOT REQUESTS the petitioner replace the existing sidewalk with a 12' multi-use path and 8' planting strip on Grand Palisades Parkway to connect the multi-use path bike network from York Road to the existing multi-use path on Grand Palisades Parkway south of Tulloch Road. If multi-use path will not be provided on Grand Palisades Parkway, CDOT REQUESTS the petitioner revise site plan and conditional notes to commit to refreshing the existing bike lane markings on Grand Palisades Parkway as necessary. In addition, bike ramps should be provided near York Road and Tulloch to transition from bike lane to multi-use path.
7. CDOT REQUESTS the petitioner revise site plan and conditional notes to provide northbound dual lefts on Grand Palisades Parkway by restriping the existing painted median and modifying the traffic signal.
8. CDOT REQUESTS the petitioner revise site plan and conditional notes to modify the existing eastbound right turn lane on York Road to provide 250ft of full width storage.
9. 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 broad south western Mecklenburg area, by way of a private/public partnership effort or other public sector project support."

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>