

# Rezoning Transportation Analysis

Petition Number: 2018-126

General Location Identifier: 14326112

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Date	Description
11-16-2018	First Review (IW)
12-20-2018	Second Review (IW)
04-24-2019	Third Review (IW)

## General Review Information

The site is at the interchange of Billy Graham Parkway (Class II major thoroughfare) and Tyvola Road (major thoroughfare). Site access is currently through Meadow Oak Drive (local). The property is located in a center outside Route 4.

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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.*

*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

This site is located along two Major thoroughfares. The site commits to improvements at the intersections of Tyvola and Yorkmont Road, Oak Lake Boulevard and Yorkmont road, Yorkmont Road and Water Ridge Parkway, and Oak Lake Boulevard and Meadow Oak Drive. CDOT has received the TTM and is currently reviewing; further comments as related to the TTM may come after CDOT's review.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	Apartments (47.83 ac of R-22MF)	1,052 dwellings	6,500	General Guidance from Planning
Proposed Zoning	Warehouse	550K sf	1,960	Site Plan: 04-22-19

## Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

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1. **Traffic Study** A Transportation Technical Memorandum (TTM) is necessary for the complete review of this petition (see comment 4). CDOT sent out comments for the TTM on 04/23/19. Further comments may come after review. Below are the mitigations CDOT is requiring based on the suggestions of the TIS.

## ~~W Tyvola Road and Yorkmont Road~~

- Implementation of a southbound right turn overlap phase.
- Restriping of the eastbound approach of Yorkmont Road to consist of the following:
  - Dual left turn lanes: one with 155' feet of storage and the second with continuous storage.
  - A continuous shared through/right-turn lane.
- Construct an eastbound right turn lane with along Yorkmont Road with 100' of storage.

## ~~Yorkmont Road and Oak Lake Boulevard~~

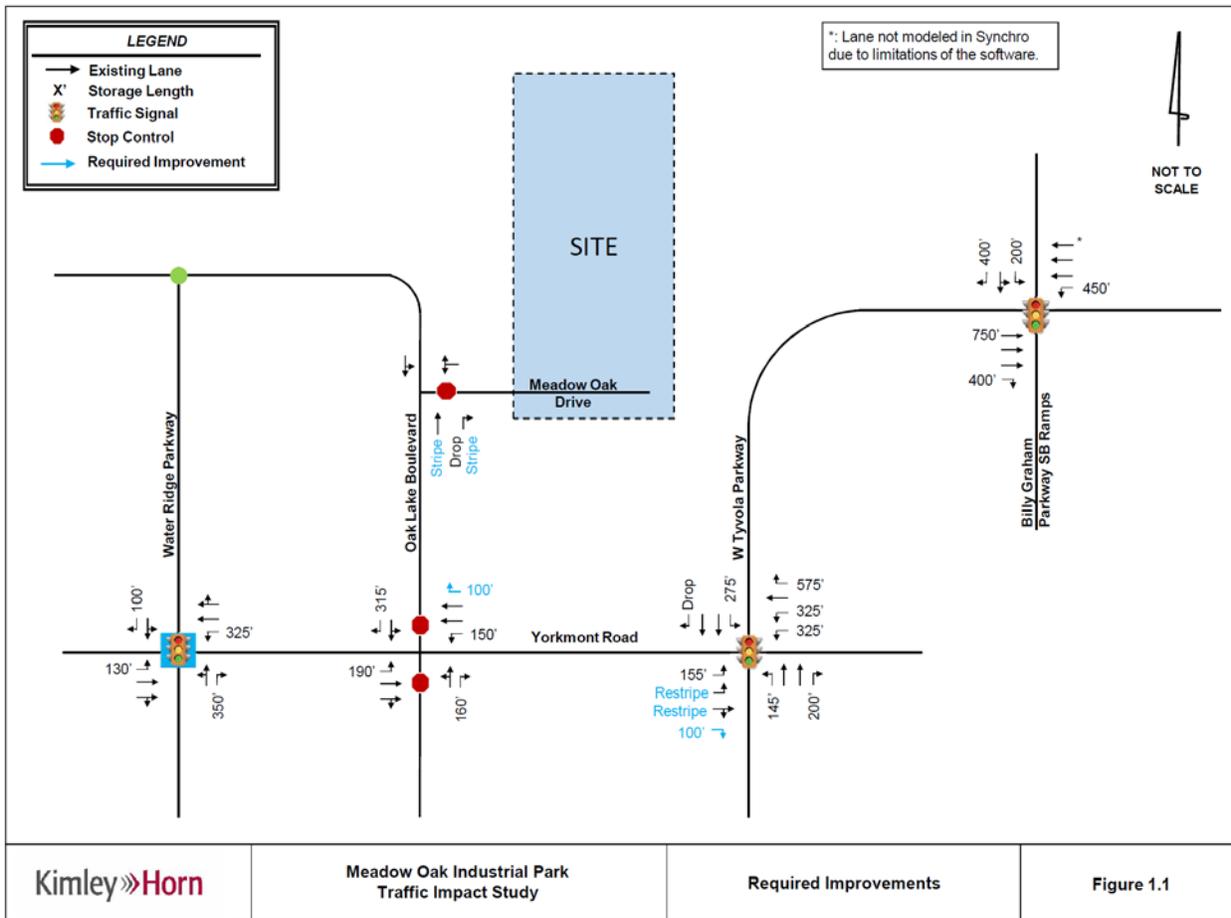
- Construct a westbound right turn lane along Yorkmont Road with 100' of storage.

## ~~Yorkmont Road and Water Ridge Parkway/N Water Ridge Parkway~~

- Install a traffic signal upon meeting peak hour MUTCD warrants.
- Add pavement markings to the northbound and southbound approaches of Water Ridge Parkway.

## ~~Oak Lake Boulevard at Meadow Oak Drive~~

- Stripe the northbound approach to show one northbound through lane and one northbound drop right turn lane.

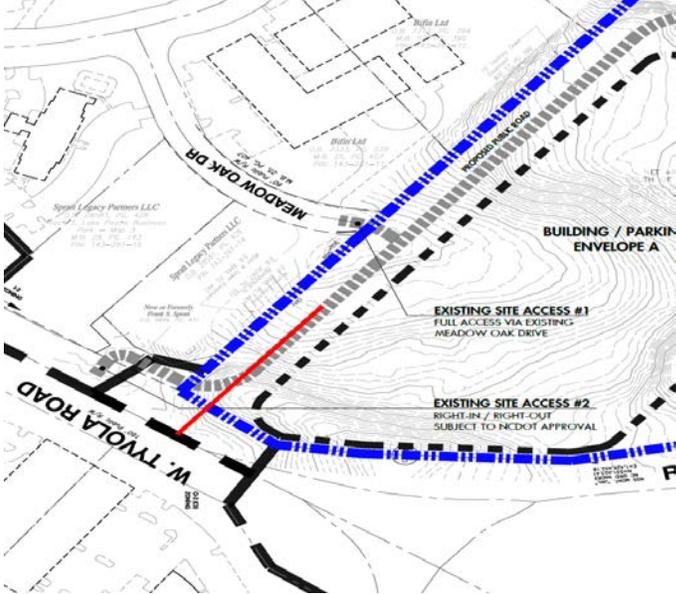


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- The petitioner shall revise the site plan and conditional note(s) to construct planting strip and sidewalk per the Westside Strategic Area Plan, to show the 8' planting strip and 12' Multi Use Path (MUP) in conjunction with curb and gutter along Tyvola Road. **Technical Correction:** Add conditional note stating that the petitioner is committing to construct the planting strip, sidewalk, and curb and gutter.
- The petitioner should revise the site plan and conditional note(s) to realign access to West Tyvola Road.



- The petitioner shall revise the site plan and conditional note(s) to realign the Billy Graham free flow right turn ramp to the signal on West Tyvola Road to provide adequate spacing between the proposed driveway and right turn movements from the ramp. The ramp needs to be analyzed to determine the length of the dual right turn lanes needed at the ramp, when it is realigned. The site plan shall show the updated lane configuration at this intersection. **Additional Information:** After updating site plan to show realignment of ramp, petitioner shall update site plan to show extension of 8' planting strip and 12' MUP to new intersection, and curb and gutter along Tyvola Road. **Comment Rescinded**



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5. ~~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.~~
6. ~~The petitioner should revise the site plan to add a 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.~~
7. **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.