

# Rezoning Transportation Analysis

Petition Number: 2017-137

General Location Identifier: 02522104, 02522105

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**Revision Log:**

Date	Description
09-18-2017	First Review
07-23-2018	Second Review
10-05-2018	Third Review
10-25-2018	Fourth Review

**General Review Information**

The site is at the signalized intersection of W WT Harris Blvd (major thoroughfare) and Reames Rd (major thoroughfare). The site is located in a center outside Route 4 and is within the limits of the Northlake Area Plan. WT Harris is planned to be a six-lane facility and Reames is planned to be a four-lane facility. Local bus route on Reames. Local and express bus routes on WT Harris.

*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.*

Based on our review of the petition, we offer the following information for your consideration.

**Transportation Summary**

The site's primary access will be from Reames Road. The site design includes a street network to serve both vehicle and pedestrian needs. The site plans commits to a 12' multi-use path along W.T. Harris Boulevard. The site plan commits to all the transportation improvements as outlined in the site's Traffic Impact Study to mitigate traffic, including a signalized directional left-over to accommodate pedestrians walking across Reames Road at Perimeter Parkway and serve CATS bus stops.

**Trip Generation**

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	N/A	Tax Record
Entitlement with Current Zoning	Single Family (10.44 acres of R-3)	31 dwellings	360	General Guidance from Planning
Proposed Zoning	Supermarket Shopping Center -Restaurant Office Convenience Market	40K-sf 10K-sf 5K-sf 15K-sf 20 fueling	17,100	Traffic Study scope: 08-22-17

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	with gas pumps	positions		
	Shopping Center	13K sf		
	Drive-in Bank	5,400 sf		
	Hotel	125 rooms	8,190	Traffic Study scope: 05-15-18
	Convenience Market with gas pumps	16 fueling positions		
	Shopping Center	19K sf		
	Drive-in Bank	5,400 sf		
	Hotel	125 rooms	8,630	Traffic Impact Study: 07-27-18
	Convenience Market with gas pumps	16 fueling positions		

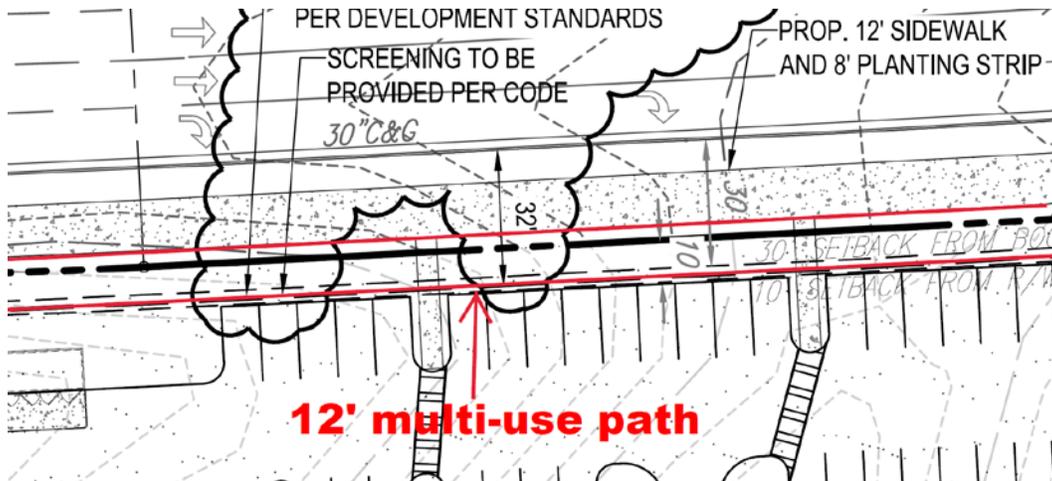
**Outstanding Issues    ~~Strikeout~~ = Not an outstanding issue**

1. ~~Traffic Study~~ A Traffic Impact Study (TIS) is needed for the complete review of this petition. Additional transportation comments will be forthcoming after the TIS is reviewed. A combined CDOT/NC DOT review is anticipated for this petition. CDOT and NC DOT have approved the study scope and are waiting for final submittal of distribution assumptions.
  - a. ~~The pedestrian refuge island/crossing in Reames Rd., south of Perimeter Pkwy must be protected in some form when incorporating the transportation mitigation recommendations. The island was recently installed due to the high CATS boardings. Should a northbound left-turn lane on Reames Rd. be implemented, design concepts must ensure that pedestrians can still cross Reames Rd. at this location.~~
  
2. ~~The petitioner should revise the site plan and conditional note(s) to provide a continuous "public" street from Northlake Plaza Dr. to the Reames Road site access. This street should also be public as it is extending an existing public street (Northlake Plaza Dr.) and is creating the fourth leg of an intersection of public streets. CDOT rescinded, to allow for "private" streets with permanent public access easement.~~
  
3. ~~The petitioner should revise the site plan and conditional note(s) to extend the southbound Reames Rd. cross section (see comment 5a) to Secretariat Dr. At a minimum, the 8' planting strip and 8' sidewalk (in its future location) to connect to the existing neighborhood sidewalk. The site plan needs to be revised to depict and call-out an 8' planting strip and 8' sidewalk along the site's Reames Rd. frontage. The petitioner's revised site plan includes a 12' sidewalk along W.T. Harris Boulevard.~~
  - a. ~~Technical Correction: The 12' wide multi-use along W.T. Harris Boulevard needs to be located at the back of the easement along the site frontage.~~

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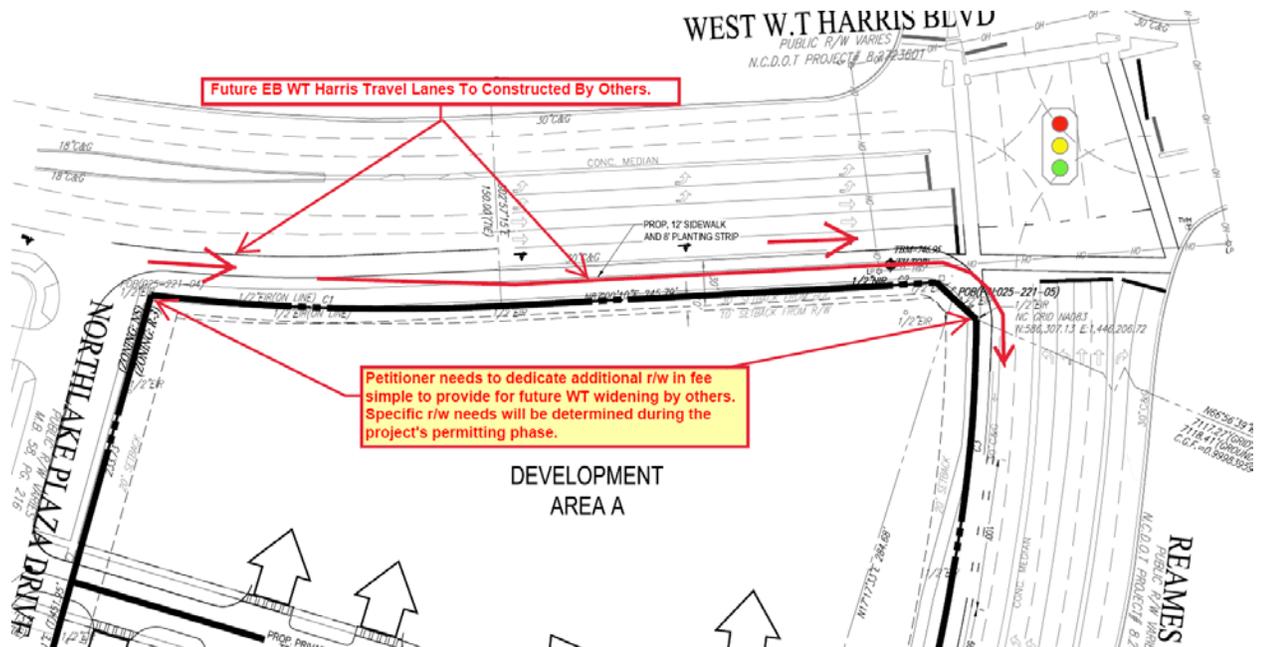


- 4.
5. The petitioner should revise the site plan and conditional note(s) to provide a connection to the future greenway along the site's western property line. Additional details should be coordinated with Mecklenburg County Parks and Rec department.
6. The petitioner should revise the site plan to 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.
  - a. Reames Rd. - The right of way identified in the area plan is 59' as measured from the street's existing centerline. This will accommodate the four-lane divided Avenue section as envisioned by the area plan: 8' (½ of the 16' total width) median, 2 11' lanes, 8' buffered bike lane (per recently adopted CharlotteBIKES), 2.5' curb and gutter, 8' planting strip, 8' sidewalk, and 2' maintenance buffer. Additional may be required to accommodate widening for turn lanes as identified in the TIS.
  - b. ~~Revised Comment~~ - WT Harris Rd.'s future widening plans calls for an additional through lane (12' width), including a separate 150' eastbound exclusive right-turn lane (12' width) with an appropriate bay taper length at Reames Rd., and the area plan recommends a 20' planting strip and 8' sidewalk to support the walkability adjacent to this major arterial in the activity center along the site's WT Harris Blvd. frontage. The petition should revise the site plan to provide 32' of right of way (where the future thru and exclusive right turn lane coexists) as measure from the existing back-of-curb along the site's WT Harris Blvd. frontage. (See exhibit below).

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7. 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.

## 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.