

Rezoning Transportation Analysis

Petition Number: 2023-047

General Location Identifier: 02522120, 02522113

From: Jake Carpenter, PE

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Reviewer:

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Revision Log:

Date	Description
8-24-23	First Review (IW)
11-21-23	Second Review (IW)
01-24-24	Third Review (KC)
02-26-24	Trip Generation Update (DR)

General Review Information

The petition is located at the intersection of W.T. Harris Boulevard, a State-maintained major throughfare, and Reames Road, a State-maintained major throughfare. The petition is located in the northlake mixed use activity center outside of Route 4, within the I-485 Interchange Analysis Study.

Active Projects Near the Site:

- There are no known active projects in the area.

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 site is located at the intersection of W.T. Harris Boulevard, a State-maintained major throughfare, and Reames Road, a State-maintained major throughfare. A Traffic Impact Study (TIS) update is no longer required after review of previous approved Traffic Study and due to the site generating less trips than what was shown in the initial approved Traffic Study. Site plan commits to maintaining multi-use path on W.T. Harris and streetscape improvements, and related mitigations found through the approved Traffic Study. All outstanding CDOT requirements have been met.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	--	0	Tax Record
Entitlement with Current Zoning	Retail Bank w/Drive-Thru (B-2, 2.254 acres)	19,959 SF 5,400 SF	2,555	General Guidance from Planning & RZP# 2017-137
Proposed Zoning	Bank w/Drive-Thru Fast Food w/Drive-Thru (B-2 SPA, 2.254 acres)	5,400 SF 9,600 SF	5,065	Site Plan: 1/26/2023
Proposed Zoning	Fast Food w/Drive-Thru (B-2 SPA, 2.254 acres)	8,600 SF	4,020	Site Plan: 1/26/2023
Proposed Zoning	Fast Food w/Drive-Thru (B-2 SPA, 2.254 acres)	4,300 SF	2,010	Site Plan: 2/21/2024

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

Outstanding Issues

Strikethrough = Resolved

1. ~~Outstanding Comment from 08-24-23: Curblines:~~

- a. ~~W T Harris Blvd:~~ Location of future back of curb and gutter to be 44 feet from roadway centerline to accommodate the Charlotte Streets Map with a roadway typical section of 6+ Boulevard, Shared Use Path.
- b. ~~Reames Road:~~ Location of future back of curb and gutter to be moved to 38 feet from roadway centerline to accommodate the Charlotte Streets Map with a roadway typical section of 4+ Avenue, Buffered/Separated Bike Lanes.

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.

Clarifying Comment: Site plan needs to Label and dimension the curb and gutter from the centerline for each road on the site plan.

2. ~~Traffic Study:~~

~~A Traffic Impact Study update is required for the complete review of this petition due to the site generating more than 2,500 daily trips.~~

Staff will receive the petition and begin review, but the public hearing will not be scheduled until the TIS is approved to allow for the minimum time necessary for CDOT to review the study and reach agreement with the petitioner on the required transportation commitments. Any agreed upon commitments shall be included on the last site plan submitted no fewer than 4 weeks prior to the public hearing. Therefore, additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT (and NCDOT).

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Comment Rescinded: Petitioner previously completed a traffic study for the original approved rezoning and the intensity has been lowered from the initial approval.

~~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. **Outstanding Request:** CDOT is requesting that the petitioner revise site plan and conditional note(s) to commit to upgrading the construction curb ramps and installing pedestrian signals for the Reames Road and W T Harris Blvd intersection.~~

Comment Rescinded: Petitioner has not updated the plans to accept request for pedestrian signalization and ramp improvements.

~~5. 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."~~

~~6. 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."~~

~~7. 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 north western Mecklenburg area, by way of a private/public partnership effort or other public sector project support."~~

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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 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.
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>