

# Rezoning Transportation Analysis

Petition Number: 2020-084

General Location Identifier: Tax ID 03737317

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**Revision Log:**

Date	Description
07-22-2020	First Review (KP)

## General Review Information

This site is located off of Reams Road, a state-maintained road, which is classified as a Minor Thoroughfare. This site is located within a wedge, outside of Route 4, in the limits of the Westside Strategy Area Plan.

Active Projects Near the Site:

- N/A

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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 9 acres site is located on Reams Road just North of Sunset Rd. in between two collector roads, Northpark Blvd. and Lawnmeadow Dr. Currently, Reams Rd. and the proposed street network within the site do not meet City standards. The proposed multi-family development will not increase connectivity throughout the area, however, it should not have a large impact on the existing roadway network. Additionally, a 5-foot bike lane is being proposed conforming with the City's BIKES Plan as well as a sidewalk connection to the surrounding pedestrian network. The petitioner should revise the site plan to meet the ordinance requirements and the outstanding items listed below.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Single Family (9.09 acres of R-3)	27 dwellings	310	General Guidance from Planning

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Proposed Zoning	Townhomes	72 dwellings	500	Site Plan: 05-04-20
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Please provide responses to our comments.

## Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

### 1. Curblines

- a. Reams Road: The future location of back of curb and gutter is located 24 feet from the centerline of the road.

The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road.

2. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition. If during the permitting process the site generates more than 2500 daily trips, then a traffic study will be required.
3. The petitioner should revise the site plan and conditional note(s) to commit to changing the cross section of each internal public road from Local Residential Medium (U-02) to Local Residential Wide (U-03). The site plan should label and dimension the right-of-way from the road centerline.
4. The petitioner should revise the site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 6-foot/8-foot sidewalk on Reams Road. The site plan should label and dimension both items from the back of curb and gutter and road centerline.
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 turnaround at the southern terminus of proposed Public Street B.

## 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. The setback for this district is measured from the back of the existing or future curblines as determined by CDOT and Planning during the permitting process.
2. 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.
3. 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.
4. 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.

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5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.