

Rezoning Transportation Analysis

Petition Number: Insert Zoning Petition #2022-024

General Location Identifier: 02514110, 02514122, 02514115

From: Jake Carpenter, PE

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Reviewer:

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Revision Log:

Date	Description
07-26-22	First Review (TM)

General Review Information

The petition is located adjacent to Reames Road, a state-maintained major thoroughfare and Prestbury Boulevard, a city-maintained local road. The petition is located within the northwest corridor wedge outside of Route 4.

Active Projects Near the Site:

- CTP Highway Alignments: Fred D Alexander Boulevard
 - 4 lane median divided thoroughfare with curb and gutter, bike lanes and sidewalks.
 - Project is submitted for 2045 MTP but dropped in Tier I.

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 on a State-maintained, major thoroughfare, Reames Road and a City-maintained, local road Prestbury Boulevard. A Traffic Impact Study (TIS) not needed for this petition due to the site generating less than 2,500 daily trips. Site plan revisions are needed to meet ordinance requirements including, but not limited to restriping Reames Road for a left turn lane and providing bike facilities along Reames Road in accordance with the Charlotte BIKES Council adopted policy. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	<i>Tax Record</i>
Entitlement with Current Zoning	Single Family (R-3, 5.37 acres)	16 Dwelling Units	190	<i>General Guidance from Planning</i>
Proposed Zoning	Single Family Attached (R-3, 5.37 acres)	34 Dwelling Units	210	<i>Site Plan: 02/18/22</i>

Provide comments to the specified comments below.

Outstanding Issues

~~Strikethrough~~ = Resolved

1. **Curblines:** The proposed zoning district has a setback measured from back of the existing or proposed future curblines.
 - a. **Reames Road:** The future location of curb and gutter is located 38-feet from the centerline.

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 necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.

3. Revise site plan and conditional note(s) to commit to dedicate 50-feet of right-of-way from the road centerline. The site plan shall label and dimension the right-of-way from the Reames Road centerline.
4. Site plan and conditional note(s) revisions are needed to commit to restriping Reames road for a left-turn lane into the site per NCDOT coordination. Label and dimension left-turn lane on site plan and add conditional note describing all turn lane design requirements.
5. Site plan revisions are needed to dimension to location of the future right-of-way to be dedicated for the proposed CTP alignment.
6. **CDOT REQUEST:** CDOT requests the internal street be constructed as a private street built to public street standards.
7. Site plan and conditional note(s) revisions are needed to commit to construct bicycle facilities by locating the curb and gutter 38' from the center line to meet the Charlotte BIKES Council-Adopted Policy. The right turn lane for Prestbury Road is not accounted for in the 38-foot measurement, so additional space will be required for the existing right turn lane. Provide buffered bike lane along the frontage of the site between the through and right turn lane.
8. A site plan note(s) 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 as needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.
9. A site plan note specifying that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued as needed. The petitioner may phase

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transportation improvements if said improvements and phasing are explicitly described in site plan notes.

10. Add conditional note "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."

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. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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.
3. 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.
4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit 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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
8. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
9. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>