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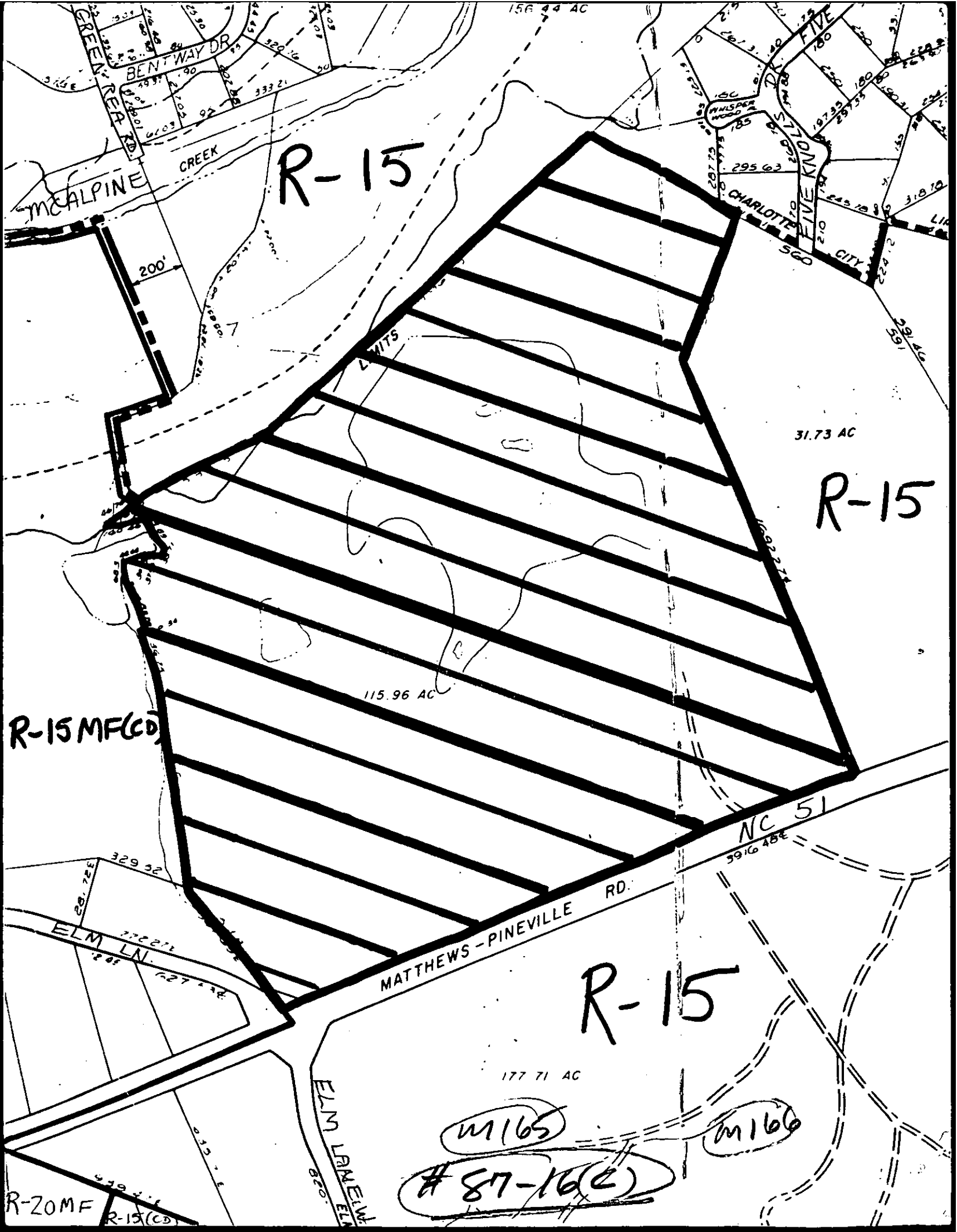
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 - Other
- Site Plans



* 0 0 B R E A K 0 0 *



R-15

R-15

R-15

R-15 MFC(D)

R-20MF

R-15(CD)

115.96 AC

31.73 AC

177.71 AC

156.44 AC

MATTHEWS - PINEVILLE RD.

NC 51

M165

M166

87-16(e)

CREEK

MCALPINE

BENTWAY DR

CHARLOTTE

FIVE KNO

CITY

ELM LN.

ELM LANE

200'

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3916.48E

479.41E

0.13 - 1

820'

295.63

31.87A

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31.73

31.73

31.73

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87-16(c)

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88



Ref.
H87-6(c)

Is this a violation



**REAMES ROAD/I-77/HARRIS BOULEVARD
TRAFFIC IMPACT ANALYSIS**

Prepared for:

**Withrow Capital Inc.
Charlotte, North Carolina**

c May 1987

1589.03

**KIMLEY-HORN AND ASSOCIATES, INC.
212 South Tryon Street, Suite 1220
Charlotte, North Carolina 28281
(703) 333-5131**

Kimley-Horn and Associates, Inc.

United Carolina Bank Building, 212 S. Tryon Street, Suite 1220
Charlotte, N.C. 28281 • (704) 333-5131
Raleigh, Durham, Charlotte, Nashville, Virginia Beach, Washington, Dallas,
West Palm Beach, Tampa, Orlando, Ft. Lauderdale, Vero Beach, Ft. Myers, Phoenix

May 6, 1987

Mr. Ronald J. Withrow
Managing Partner
Withrow Capital Inc.
Post Office Box 220325
Charlotte, North Carolina 28222

Re: Transportation Planning
Reames Road/I-77/Harris Boulevard
Mecklenburg County, North Carolina

Dear Ron:

Enclosed herein is our report on our transportation planning efforts for your proposed Reames Road/I-77/Harris Boulevard development.

When fully built out in 15 years, in accordance with projections, the development will generate 3,100 trips to the site and 5,300 trips away from the site during the PM peak-hour. Several intersections contiguous to this site will require improvement to adequately accommodate the traffic generated by this development, and you have agreed to make the needed improvements.

Since the 2005 Plan commits the city and county to provide other needed infrastructure improvements to support the development of Development Enterprise Zones (DEZ), and since no other land owner has had to address off-site infrastructure impacts, no attempt was made to analyze any other developments in this DEZ. Our analysis was confined to your project and the transportation system defined by local staff and supported by you with your Site Plan/Technical Data Sheet and Performance Standards.

Your construction within the site of a north-south connector road and east-west connector road will greatly enhance traffic access, circulation, and distribution to external roadways. In addition the construction of the four-lane cross sections on Harris Boulevard and US 21 plus turn lanes to support the DEZ will allow the Harris Boulevard/US 21 intersection to operate at an acceptable Level of Service.

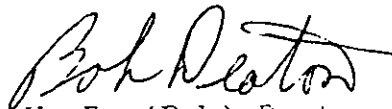
Mr. Ronald Withrow
Managing Partner
Withrow Capital Inc.
May 6, 1987
Page two

With the defined transportation system (Section II-C), and the proposed recommendations and assumptions, the transportation system should adequately accommodate existing traffic plus traffic from the proposed development at an acceptable Level of Service.

We appreciate the opportunity to work with you on this exciting project, and are available to answer any questions concerning the analyses.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.



W. R. (Bob) Deaton, Sr., P.E.
Regional Vice President

WRD/egb

1589.03

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I. INTRODUCTION

Withrow Capital Inc. proposes to develop a site in north Mecklenburg County, North Carolina. This development (a proposed mixed-use for single family, multi-family, retail, office and business distribution) is referred to here as the Reames Road/I-77/Harris Boulevard project. The development proposes to speak to the adopted 2005 Plan which identifies a Development Enterprise Zone (DEZ) at the interchange of Reames Road/I-77/Harris Boulevard. In the absence of specific criteria defining a DEZ, the planning team began meeting with CMPC planning staff in an effort to establish what parameters and issues needed to be addressed. From these meetings (see Appendix A Project Chronology), it became apparent that transportation was a major issue and that the transportation planning should be divided into two phases:

Phase I - Preliminary Site Access Analysis

Phase II - Traffic Impact Analysis

Very early in Phase I, local planning staff encouraged Withrow Capital Inc. to develop a transportation grid plan for the area bounded by I-77 on the east, Reames Road/Vance Road on the south, Mount Holly Huntersville Road on the west and Alexanderana Road on the north. Working with a conceptual land plan, several transportation system alternatives were developed.

The alternatives included four different alignments for the Outer Belt through the defined area. While the location of the Outer Belt was important, it became apparent that the existing surface transportation system would be inadequate to support a DEZ. The planning team then developed several surface network concepts and met several times with the local planning and transportation staffs to apprise them of our concerns in an effort to establish a workable transportation system for the DEZ. All concepts suggested that, in addition to a north-south Spine Road through the proposed development, which would serve as a counterpart to US 21 on the

west side of I-77, US 21 needed to be a part of the north-south circulation system. For the east-west circulation, Alexanderana Road or some re-alignment (depending on future Outer Belt location) needed to be developed to connect the two north-south facilities, thus providing additional access to the Reames Road/Harris Boulevard and I-77 interchange.

Since the 2005 Transportation Plan has not yet been developed, a definite transportation system in this area of Mecklenburg County has not been defined beyond the Mid-70's Thoroughfare Plan. Therefore, staff has been reluctant to commit to exactly what the system will be in the future. However, in an effort to facilitate the traffic analysis for this project, they have provided a suggested system (external to the project) defined in Section II-C. Those facilities contiguous to or with future extensions into the proposed development have been supported by:

- Filed Site Plan/Technical Data Sheet (Figure 1)
- Filed Standards and Conditions (Appendix B, specifically pages 27-34)
- Clarification to Standards and Conditions (Appendix B)

The following traffic impact report has been prepared to document the traffic impact analysis (Phase II). The analysis was confined to this proposed development and included:

- Development of trip generation projections for an April 10, 1987 land use plan (Figure 1)
- Projecting a possible trip distribution
- Assignment of trips to the defined network
- Conducting capacity analysis of key intersections

Reames Road/I-77
 DEVELOPER: Withrow Capital Inc.
 P.O. Box 220325
 Charlotte, NC 28222
 704-364-5895

TECHNICAL DATA SHEET



Land Design
 LAND DESIGN GROUP, INC.
 10000 WOODBRIDGE DRIVE, SUITE 200
 CHARLOTTE, NC 28225
 704-582-1100

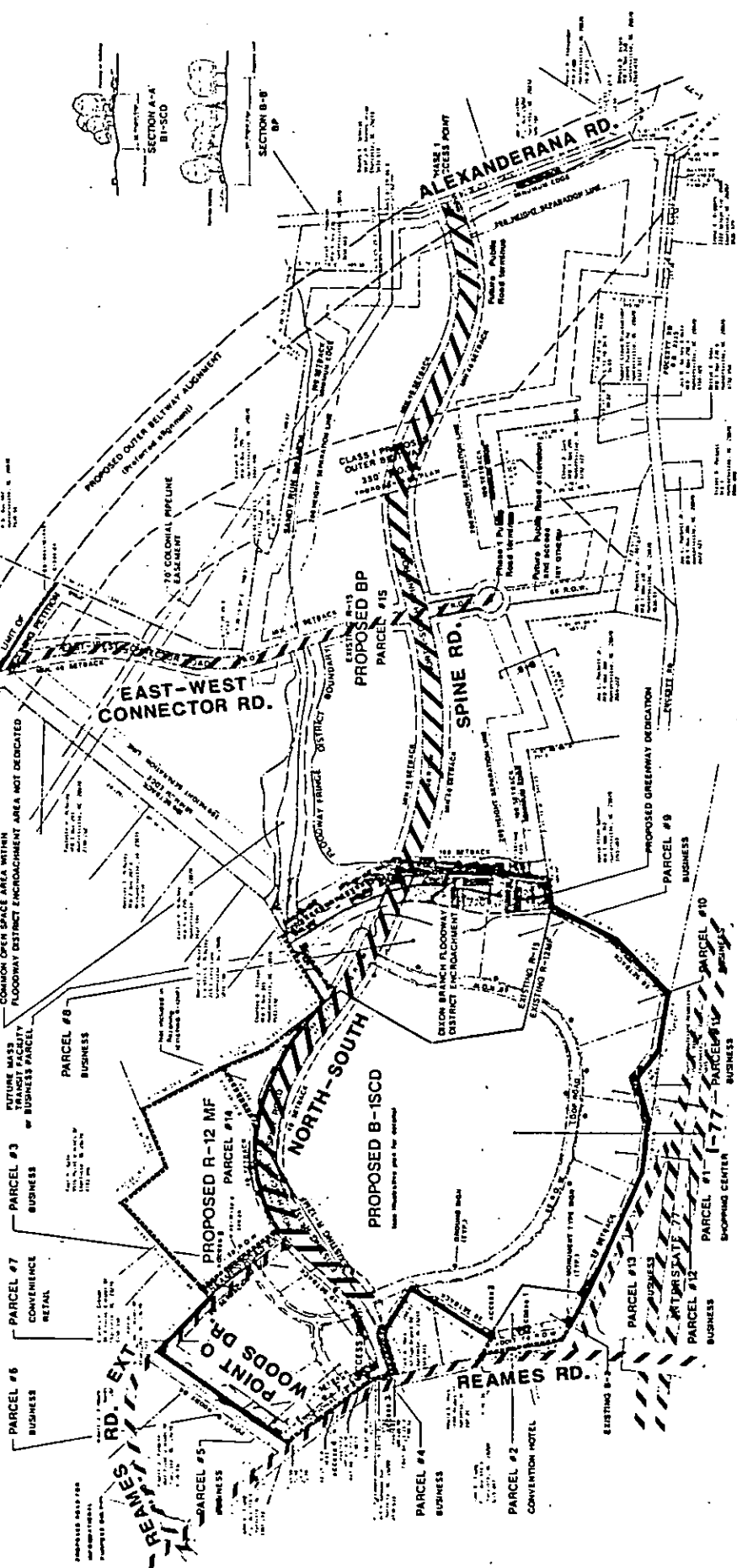
PROPOSED ZONING DATA

MAP #	DATE	DESCRIPTION
MAP # 11	08/11/00	PRELIMINARY ZONING MAP
MAP # 12	08/11/00	PRELIMINARY ZONING MAP
MAP # 13	08/11/00	PRELIMINARY ZONING MAP
MAP # 14	08/11/00	PRELIMINARY ZONING MAP
MAP # 15	08/11/00	PRELIMINARY ZONING MAP
MAP # 16	08/11/00	PRELIMINARY ZONING MAP
MAP # 17	08/11/00	PRELIMINARY ZONING MAP
MAP # 18	08/11/00	PRELIMINARY ZONING MAP
MAP # 19	08/11/00	PRELIMINARY ZONING MAP
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MAP # 21	08/11/00	PRELIMINARY ZONING MAP
MAP # 22	08/11/00	PRELIMINARY ZONING MAP
MAP # 23	08/11/00	PRELIMINARY ZONING MAP
MAP # 24	08/11/00	PRELIMINARY ZONING MAP
MAP # 25	08/11/00	PRELIMINARY ZONING MAP
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MAP # 30	08/11/00	PRELIMINARY ZONING MAP
MAP # 31	08/11/00	PRELIMINARY ZONING MAP
MAP # 32	08/11/00	PRELIMINARY ZONING MAP
MAP # 33	08/11/00	PRELIMINARY ZONING MAP
MAP # 34	08/11/00	PRELIMINARY ZONING MAP
MAP # 35	08/11/00	PRELIMINARY ZONING MAP
MAP # 36	08/11/00	PRELIMINARY ZONING MAP
MAP # 37	08/11/00	PRELIMINARY ZONING MAP
MAP # 38	08/11/00	PRELIMINARY ZONING MAP
MAP # 39	08/11/00	PRELIMINARY ZONING MAP
MAP # 40	08/11/00	PRELIMINARY ZONING MAP
MAP # 41	08/11/00	PRELIMINARY ZONING MAP
MAP # 42	08/11/00	PRELIMINARY ZONING MAP
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MAP # 45	08/11/00	PRELIMINARY ZONING MAP
MAP # 46	08/11/00	PRELIMINARY ZONING MAP
MAP # 47	08/11/00	PRELIMINARY ZONING MAP
MAP # 48	08/11/00	PRELIMINARY ZONING MAP
MAP # 49	08/11/00	PRELIMINARY ZONING MAP
MAP # 50	08/11/00	PRELIMINARY ZONING MAP

OVERALL REZONING TABULATION

Category	Area (Acres)
B-1SCD	98.11 ac.
BP	15.43 ac.
R-12 MF	13.24 ac.

COMMON OPEN SPACE AREA WITHIN FLOODWAY DISTRICT ENCROACHMENT AREA NOT DEDICATED



REAMES RD./I-77/HARRIS BLVD.

SITE PLAN/TECHNICAL DATA SHEET 1

FIGURE

II. LOCATION AND TRANSPORTATION SERVICES

A. Site Location and Access

The proposed 350± acre development site is located at the northwest quadrant of the Reames Road/I-77 interchange as shown in Figure 2. Access to the project would consist of four entrances off Reames Road, as well as additional access points to both Mount Holly Huntersville Road and Alexanderana Road.

B. Existing Traffic Conditions

I-77 is an existing four lane divided freeway which runs north-south through Mecklenburg County. An interchange currently exists at Reames Road. The 1986 Average Daily Traffic volume on I-77 is 34,300 vehicles north of Reames Road. (Source: North Carolina Department of Transportation)

Reames Road is an existing two lane thoroughfare in the vicinity of the project. It will become an extension of Harris Boulevard west of US 21.

The US 21/Harris Boulevard intersection and both intersections of Reames Road and the I-77 ramps currently operate at Level of Service A.

Both Mount Holly Huntersville Road and Alexanderana Road are two lane collector roadways. The 1986 Average Daily Traffic volume is 1,700 vehicles on Mount Holly Huntersville Road and 400 vehicles on Alexanderana Road.

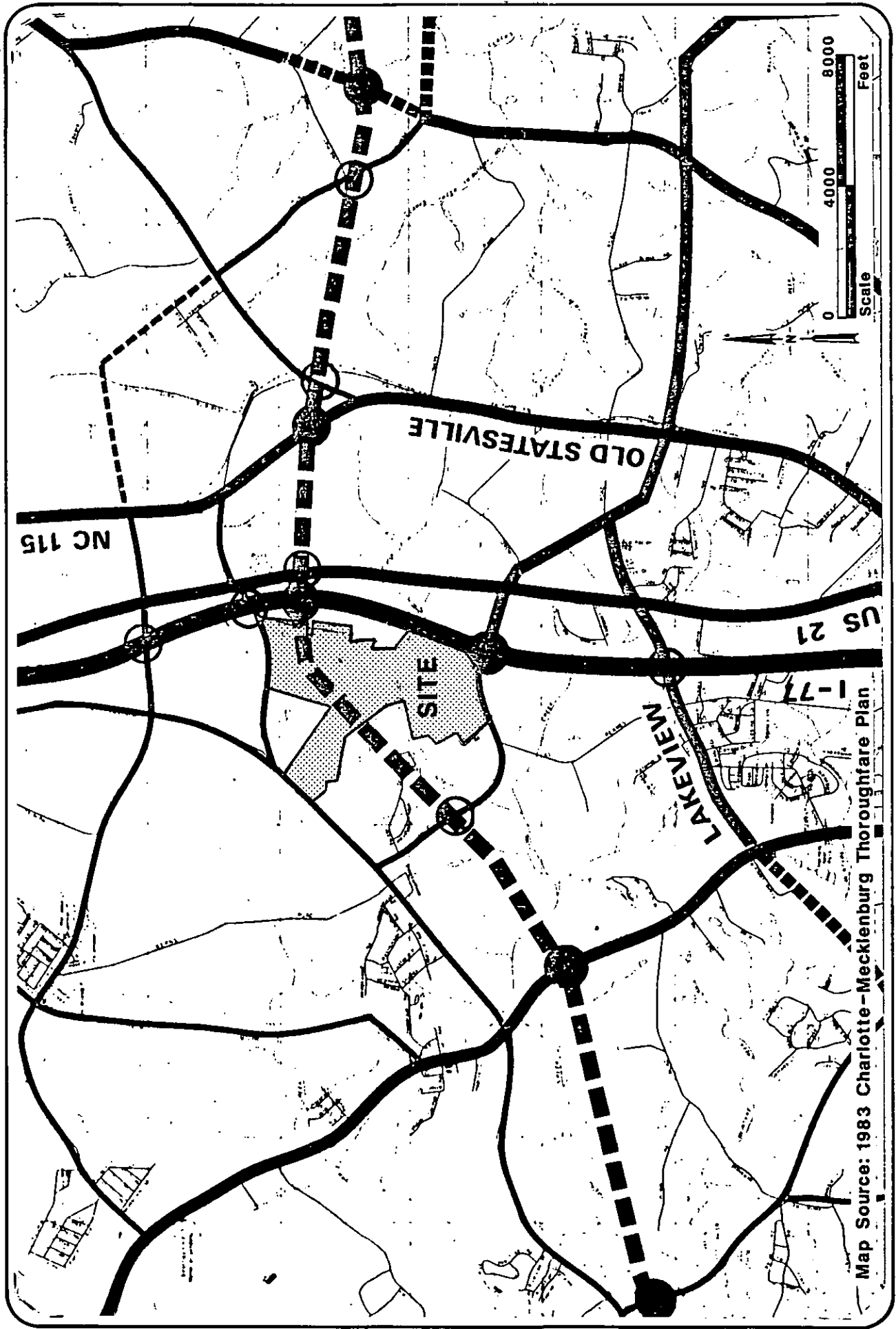


FIGURE
2

PROJECT LOCATION

REAMES RD./I-77/HARRIS BLVD.

Kimley-Horn

C. Future Traffic Conditions

During the early planning stages, several alternatives for a transportation system were investigated. Recommendations included the need for a north-south connector (the Spine Road) which would provide access to both Reames Road and Alexanderana Road and an east-west connector road (See Figure 1).

In a meeting with local transportation staff, both connector roads were mentioned as needed. In addition, roadway laneage requirements excluding turn lanes were given for the surrounding road network at total buildout. The staff suggested that at this development enterprise zone (DEZ) future roadway expansion plans, financed by the public sector, would include the following:

Reames Road (I-77 to Vance Road)	6 lanes
I-77	4 lanes
Harris Boulevard	4 lanes
Vance Road	4 lanes
Reames Road (south of Vance Road)	4 lanes
US 21	4 lanes
Mount Holly Huntersville Road	4 lanes
Alexanderana Road	2 lanes
Route 115	2 lanes

D. Planned or Programmed Improvements

The outer-loop for Charlotte is planned as a four lane freeway circling the City of Charlotte. NCDOT Project R-2248 (Western Outer Belt) includes preparation of an Environmental Impact Study (EIS) and right-of-way protection for construction of a 28.0 mile section from I-85 (north) to I-77 (south). It is currently programmed for FY 1988. Project R-211 (Southern Outer Belt) includes right-of-way acquisition for 16.6 mile section from I-77 (south) to US 74 (east), and is scheduled for fiscal year 1988.

E. Transit Service/Rideshare

While no transit service is currently provided to this area of Mecklenburg County, transit service to north Mecklenburg County and along I-77 does exist. The petitioner has reserved a site to accommodate an extension of this service and has agreed to cooperate with the local rideshare program.

III. **PROPOSED DEVELOPMENT**

The proposed land use for the site which will generate traffic to and from the project upon total build-out is as defined on Figure 1 (Site Plan/Technical Data Sheet).

IV. **TRIP GENERATION ANALYSIS**

Both average daily and peak-hour trip generation were undertaken for the site. Trip generation rates were based upon the Information Report on Trip Generation (Institute of Transportation Engineers, Third Edition, 1983). Table I summarizes the daily and PM peak-hour trip generation for the proposed development.

V. **TRIP DISTRIBUTION AND ASSIGNMENT**

The additional trip ends estimated in Section IV were assigned to the thoroughfares serving the proposed project. The distribution of trips by direction was derived based on existing and proposed land uses as included in various planning documents. The distribution of traffic, by major distribution direction is summarized below:

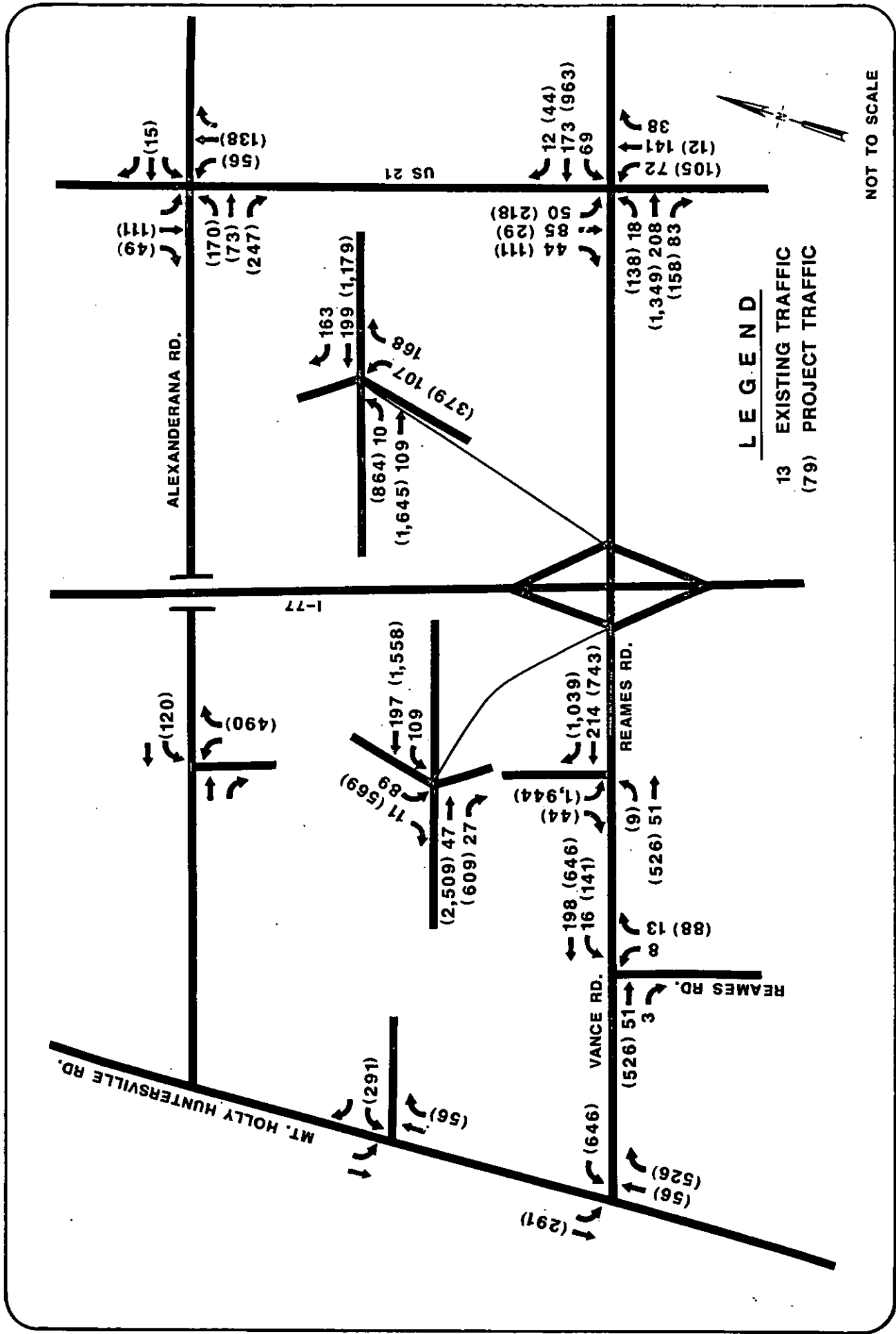
North	25%
South	20%
East	35%
West	20%

Figure 3 shows existing plus traffic from the Reames Road/I-77/Harris Boulevard development for the PM peak-hour.

TABLE I
TRIP GENERATION SUMMARY
(Vehicles)

Land Use	24-Hour		PM Peak-Hour	
	In	Out	In	Out
B-1SCD/R-12MF: Business 1 (13,800 SF)	3,815	3,815	235	201
Business 2 (14,000 SF)	3,871	3,871	238	204
Bank (17,200 SF)	1,453	1,453	144	144
Bank (17,200 SF)	1,453	1,453	144	144
Shopping Center (1,000,000 SF)	18,550	18,550	1,400	1,900
Shopping Center (76,000 SF)	3,097	3,097	285	304
Hotel (300 Room)	1,575	1,575	108	111
Office (340,000 SF)	2,016	2,016	89	665
Apartments (200 D.U.)	<u>610</u>	<u>610</u>	<u>96</u>	<u>46</u>
	36,440	36,440	2,739	3,719
Business Park:				
Office/Business Distribution (projected)	5,000	5,000	323	1,617
Total	41,440	41,440	3,062	5,336

Note: All trip generation assumes maximum build-out.



VI. RECOMMENDED ROADWAY IMPROVEMENTS

A. Off-Site Recommendations

With the additional traffic from the development and the future roadway system (Section IIC), the intersections serving the development, with the exception of the I-77 ramp intersections, will operate at an acceptable level of service, provided turn lanes are installed as agreed by petitioners in his site plan conditions (Appendix B). These turn lanes should include left turn lanes at all project access points on Reames Road. In addition, it is assumed that an eastbound right turn lane and left turn lane on all approaches will be provided at the Harris Boulevard/US 21 intersection.

B. On-Site Recommendations

The internal intersections are expected to operate at the locally acceptable Level of Service. Left turn lanes should be provided at all major drives.

VII. CONCLUSION

With the defined transportation system (Section II-6), and the proposed recommendations and assumptions, the transportation system should adequately accommodate existing traffic plus traffic from the proposed development at an acceptable Level of Service.

APPENDIX A

APPENDIX B

APPENDIX A

PROJECT CHRONOLOGY

<u>DATE</u>	<u>PURPOSE</u>	<u>ATTENDING</u>
May 23, 1986 *	Review Definition of Development Enterprise Zone as Stated in 2005 Plan, Review Preliminary Land Use Concepts and Possible Site Plans	<u>Charlotte-Mecklenburg Planning Commission</u> Chairman Mr. Marshall Smith <u>Ray and Brooks - Attorney</u> Mr. Tom Ray
June 12, 1986	Meet with Long Creek Neighborhood Leaders and Review Preliminary Land Use Concepts and Possible Site Plans	<u>Long Creek Community Leadership</u> Mrs. Christine Parks Mr. Bruce Andersen Mr. Joe Sailors <u>Withrow Capital, Inc.- Developer</u> Mr. Ron Withrow <u>Attorney</u> Mr. Tom Ray
July 14, 1986 *	Review Requirements for Proceeding with Feasibility Study, Traffic Projection Study and Circulation Patterns	<u>LandDesign - Land Planner</u> Mr. Brad Davis Mr. Kurt Gumbrecht <u>Kimley-Horn and Associates, Inc. - Traffic Consultant</u> Mr. Bob Deaton <u>Developer</u> Mr. Ron Withrow
July 18, 1986	Begin Preliminary Land Planning	<u>LandDesign</u> Mr. Brad Davis <u>Attorney</u> Mr. Tom Ray <u>Developer</u> Mr. Ron Withrow
July 28, 1986	Contractual Agreement Between LandDesign and Withrow Capital, Inc.	
July 31, 1986 *	Contractual Agreement Between Kimley-Horn and Associates, Inc., and Withrow Capital, Inc., for Traffic Impact Analysis	

*Transportation related meetings

DATE

PURPOSE

ATTENDING

July 31, 1986 *

Identify Preliminary
Traffic Issues

Mecklenburg County
Engineering
Mr. Bill Coxe

City Traffic Engineering
Mr. Bill Finger
Mr. Len Pernell
Mr. Dan Claire

Charlotte-Mecklenburg
Planning Commission
Mr. Joe Lesch

Kimley-Horn and Associates,
Inc.
Mr. Bob Deaton

LandDesign
Mr. Brad Davis

Attorney
Mr. Tom Ray

Developer
Mr. Ron Withrow

August 1, 1986

Conference with
Planning Staff Officials
Regarding Greenway System

Parks and Recreation
Commission
Mrs. Nancy Brunner

Attorney
Mr. Tom Ray

August 22, 1986 *

Review of Preliminary
Design Concept

Charlotte-Mecklenburg
Planning Commission
Mr. Martin Crampton
Mr. Bob Young

LandDesign
Mr. Larry Best
Mr. Kurt Gumbrecht

Attorney
Mr. Tom Ray

Developer
Mr. Ron Withrow

<u>DATE</u>	<u>PURPOSE</u>	<u>ATTENDING</u>
September 17, 1986	Planning Progress Review, Present Site Analysis and Conceptual Designs	<u>LandDesign</u> Mr. Brad Davis <u>Attorney</u> Mr. Tom Ray <u>Developer</u> Mr. Ron Withrow
September 24, 1986*	Review of Preliminary Design and Traffic Issues and Needs	<u>Charlotte-Mecklenburg Planning Commission</u> Mr. Bob Young <u>Mecklenburg County Engineering</u> Mr. Bill Coxe <u>Kimley-Horn and Associates, Inc.</u> Mr. Bob Deaton <u>Attorney</u> Mr. Tom Ray <u>Developer</u> Mr. Ron Withrow
September 30, 1986*	Develop Plan to Deal With Traffic Issues	<u>LandDesign</u> Mr. Brad Davis <u>Kimley-Horn and Associates, Inc.</u> Mr. Bob Deaton <u>Developer</u> Mr. Ron Withrow
October 29, 1986*	Planning Progress Report Concerning Traffic Impact Study and Land Plans	<u>LandDesign</u> Mr. Brad Davis Mr. Kurt Gumbrecht <u>Kimley-Horn and Associates, Inc.</u> Mr. Bob Deaton <u>Developer</u> Mr. Ron Withrow
November 4, 1986*	Preliminary Review of Master Plan	<u>LandDesign</u> Mr. Brad Davis Mr. Kurt Gumbrecht <u>Kimley-Horn and Associates, Inc.</u> Mr. Bob Deaton

<u>DATE</u>	<u>PURPOSE</u>	<u>ATTENDING</u>
		<u>Attorney</u> Mr. Tom Ray
		<u>Developer</u> Mr. Ron Withrow
November 11, 1986	Review Plan Revisions	<u>LandDesign</u> Mr. Brad Davis
		<u>Developer</u> Mr. Ron Withrow
November 13, 1986	Review Plan Revisions	<u>LandDesign</u> Mr. Brad Davis
		<u>Attorney</u> Mr. Tom Ray
		<u>Developer</u> Mr. Ron Withrow
December 2, 1986*	Discuss Traffic Issues and Solutions	<u>Mecklenburg County Engineering</u> Mr. Bob Binford Mr. Bill Coxe
		<u>Charlotte-Mecklenburg Planning Commission</u> Mr. Joe Lesch
		<u>LandDesign</u> Mr. Brad Davis Mr. Kurt Gumbrecht
		<u>Kimley-Horn and Associates, Inc.</u> Mr. Bob Deaton
		<u>Attorney</u> Mr. Tom Ray
		<u>Developer</u> Mr. Ron Withrow
December 3, 1986	Telephone Conferences with Long Creek Neighborhood Leaders Regarding Preliminary Plan	<u>Long Creek Community Leadership</u> Mrs. Christine Parks Mr. Bruce Andersen Mr. Joe Sailors
		<u>Attorney</u> Mr. Tom Ray

<u>DATE</u>	<u>PURPOSE</u>	<u>ATTENDING</u>
December 4, 1986	Review Plan Revisions	<u>LandDesign</u> Mr. Kurt Gumbrecht <u>Developer</u> Mr. Ron Withrow
December 5, 1986*	Review Revised Plan	<u>Charlotte-Mecklenburg Planning Commission</u> Mr. Bob Young <u>LandDesign</u> Mr. Brad Davis Mr. Kurt Gumbrecht <u>Kimley-Horn and Associates, Inc.</u> Mr. Bob Deaton <u>Developer</u> Mr. Ron Withrow
December 15, 1986*	Meeting Between Withrow Capital, Inc., Shannon Properties, Inc., Planners, Traffic Engineers, Architects, Traffic Consultant and Long Creek Neighborhood Leaders to Discuss Traffic Issues	<u>Mecklenburg County Engineering</u> Mr. Bob Binford Mr. Bill Coxe <u>City Traffic Engineering</u> Mr. Bill Finger. <u>Kimley-Horn and Associates, Inc.</u> Mr. Bob Deaton <u>LandDesign</u> Mr. Brad Davis Mr. Kurt Gumbrecht <u>Attorney</u> Mr. Tom Ray <u>Developer</u> Mr. Ron Withrow <u>Shannon Properties, Inc.</u> Mr. Fred Bryant Mr. Phillip Zmuda Mr. Michael Cole <u>Long Creek Community Leadership</u> Mrs. Christine Parks Mr. Bruce Andersen

<u>DATE</u>	<u>PURPOSE</u>	<u>ATTENDING</u>
December 15, 1986*	Discuss Changes to Plan to Address Traffic Issues	<u>LandDesign</u> Mr. Brad Davis <u>Kimley-Horn and Associates, Inc.</u> Mr. Bob Deaton <u>Developer</u> Mr. Ron Withrow
December 18, 1986	Preliminary Review of Master Plan	<u>LandDesign</u> Mr. Kurt Gumbrecht <u>Developer</u> Mr. Ron Withrow
December 22, 1986	Review Master Plan	<u>LandDesign</u> Mr. Kurt Gumbrecht <u>Developer</u> Mr. Ron Withrow
December 23, 1986	Revise Master Plan	<u>LandDesign</u> Mr. Kurt Gumbrecht <u>Developer</u> Mr. Ron Withrow
December 24, 1986	Review and Approve Final Master Plan	<u>LandDesign</u> Mr. Brad Davis <u>Developer</u> Mr. Ron Withrow
December 29, 1986	File Rezoning Petition	
January 5, 1987	Discuss Utilities Extension to Withrow Capital, Inc., Property	<u>Charlotte-Mecklenburg Utility Department</u> Mr. Joe Stowe Mr. Earl Lineberger <u>Attorney</u> Mr. Tom Ray <u>Developer</u> Mr. Ron Withrow
January 7, 1987 *	Discuss and Review Traffic Analysis Provided by Engineers	<u>Mecklenburg County Engineering</u> Mr. Bob Binford Mr. Bill Cox

DATE

PURPOSE

ATTENDING

January 14, 1987 * Final Review of Traffic Analysis

City Traffic Engineering
Mr. Bill Finger

Kimley-Horn and Associates Inc.
Mr. Bob Deaton

Charlotte-Mecklenburg Planning Commission
Mr. Bob Young

LandDesign
Mr. Brad Davis

Attorney
Mr. Tom Ray

Developer
Mr. Ron Withrow

Shannon Properties
Mr. Phillip Zmuda
Mr. Fred Bryant
Mr. Michael Cole

Long Creek Community Leadership
Mr. Bruce Andersen

Mecklenburg County Engineering
Mr. Bob Binford
Mr. Bill Coxe

City Traffic Engineering
Mr. Bill Finger

Kimley-Horn and Associates Inc.
Mr. Bob Deaton

LandDesign
Mr. Larry Best

Attorney
Mr. Tom Ray

Developer
Mr. Ron Withrow

Shannon Properties
Mr. Phillip Zmuda
Mr. Fred Bryant
Mr. Michael Cole

Long Creek Community Leadership
Mr. Bruce Andersen

<u>DATE</u>	<u>PURPOSE</u>	<u>ATTENDING</u>
January 14, 1987 *	Discuss Response to Traffic Analysis Meeting	<u>LandDesign</u> Mr. Larry Best <u>Kimley-Horn and Associates Inc.</u> Mr. Bob Deaton <u>Attorney</u> Mr. Tom Ray <u>Developer</u> Mr. Ron Withrow
January 20, 1987 *	Review Specific Request from Traffic Engineers	<u>Mecklenburg County Engineering</u> Mr. Bill Coxe
January 20, 1987	Review Master Plan with Long Creek Neighborhood Leaders	<u>Long Creek Community Leadership</u> Mrs. Christine Parks Mr. Bruce Andersen Mr. Joe Sailors Mr. Don Mock, et al. <u>LandDesign</u> Mr. Brad Davis <u>Attorney</u> Mr. Tom Ray <u>Developer</u> Mr. Ron Withrow
January 21, 1987*	Discuss Outer Loop Alignment and Review Master Plan	<u>North Carolina State Department of Transportation</u> Mr. John Harris <u>Attorney</u> Mr. Tom Ray <u>Developer</u> Mr. Ron Withrow
January 21, 1987	Receive Input From Planning Staff Based on Staff Review of Master Plan	<u>LandDesign</u> Mr. Brad Davis <u>Attorney</u> Mr. Tom Ray <u>Developer</u> Mr. Ron Withrow

		<u>Attorney</u> Mr. Tom Ray
		<u>LandDesign</u> Mr. Brad Davis
March 24, 1987	Review Revised Illustrative Plan Showing Mall and Office along I-77	<u>Charlotte-Mecklenburg Planning Commission</u> Mr. Bob Young
		<u>Developer</u> Mr. Ron Withrow
		<u>LandDesign</u> Mr. Brad Davis
March 24, 1987*	Long Creek Neighborhood Meeting* Review of Site Plan	<u>Long Creek Community Leadership</u> Mr. Franklin McCain Dr. Shank and 2 Others
		<u>Developer</u> Mr. Ron Withrow
		<u>Attorney</u> Mr. Tom Ray
		<u>LandDesign</u> Mr. Brad Davis
March 25, 1987*	Review Criteria for Bob Deaton to Use in Developing a Traffic Impact Study	<u>County Traffic Engineering</u> Mr. Tim Foster
		<u>Developer</u> Mr. Ron Withrow
		<u>Kimley-Horn and Associates, Inc.</u> Mr. Bob Deaton
March 30, 1987	Long Creek Neighborhood Meeting* at Anderson's Restaurant 1) To Review Site Plan and Conditions 2) To Review Views of Supporters and Opponents to Rezoning Proposal	<u>Pastor</u> Rev. Allan Smyth Hopewell Presbyterian Church
		<u>Attorney</u> Mr. Tom Ray
March 31, 1987	Meeting at LandDesign to discuss Site Plan Amendments	<u>Developer</u> Mr. Ron Withrow
		<u>LandDesign</u> Mr. Brad Davis

April 2, 1987*	Long Creek Neighborhood Meeting* At Ms. Evelyn McAuley's Home	<u>Long Creek Community Leadership</u> 20 to 30 Leaders Present - Mostly Landowner's of Parcels Adjoining Subject Property
April 8, 1987	Meeting to Discuss Final Site Plan Amendment Details	<u>Developer</u> Mr. Ron Withrow
April 9, 1987	Meeting to Discuss Merits of Final Site Plan Amendments	<u>LandDesign</u> Mr. Edward Schweitzer
April 14, 1987*	Long Creek Neighborhood Meeting* at McDonald's Cafeteria to Discuss 1) Site Plan 2) Merits of Severing Reames Road South or North of Lakeview Road	<u>Charlotte-Mecklenburg Planning Commission</u> Mr. Bob Young
		<u>Attorney</u> Mr. Tom Ray
		<u>Long Creek Community Leadership</u> Mr. Franklin McCain Mrs. Betty McCain Mr. John McDonald, et al.

*Transportation related meetings.

APPENDIX B

DEVELOPMENT ENTERPRISE ZONE
REAMES ROAD/I-77
STANDARDS AND CONDITIONS

(Comprising Commitments Presented as
Part of the Petition for B-1SCD only)

GENERAL NOTES

1. The Documents comprising the Petition are:
 - A. The Illustrative Site Plan;
 - B. The Illustrative Cross-Sections;
 - C. The Technical Data Sheet;
 - D. General Notes, Performance Standards and Conditions herein; and,
 - E. Nothing in these Conditions shall prevent at least the minimum applicable development regulations being met.
2. All development must comply with the Standards of the Mecklenburg County Zoning and Subdivision Ordinances and other relevant codes.
3. All parcels to be rezoned B-1SCD are subject to the general notes contained herein. The specific performance standards listed, notes, and density limits are shown on the Technical Data Sheet.
4. Marginal shifts in road alignments, minor changes in buffer sizes, minor adjustments to footprint descriptions, and minor adjustments in parcel size and building square footage may occur as dictated by market condition, and by topographic, site, or engineering constraints, as these details are developed, so long as these changes are consistent with the plan, the aggregate building sizes are not exceeded, and provided the planning staff approves.
5. The land within the floodway district encroachment zone of Dixon Branch as shown on the Technical Data Sheet will be reserved and

upon request from the appropriate governmental entity,
dedicated as open space for part of the Greenway Park System. The
Petitioner (or his successors and assigns) shall be allowed to
make minor variations in precise dimensions of the area to be
designated in order to avoid undue irregularities in such
dimensions, provided, however, that the minimum width of the
area from each side of the creek bank shall be 50'.

6. All processing of specific plans for approval shall be in
accordance with the procedures established for the B-1SCD District
as referenced for areas shown on the Technical Data Sheet.
7. Throughout these conditions, "Petitioner" shall include his heirs,
successors and assigns. References to "County" are intended to
be, and are, binding on any successor governmental entity.

PERFORMANCE STANDARDS

1. Buffers, Setbacks and Landscaping

- A. All parcels with property frontage on the interior Spine Road shall have a minimum 40' landscaped and otherwise vacant parking and building setback from the public right-of-way.
- B. All parcels with property frontage on Reames Road shall have a 50' minimum parking and building setback, landscaped and otherwise vacant.
- C. For all perimeter lines where B-1SCD abuts a residential parcel except along the interior Spine Road, a perimeter buffer of 50' is required. This area must include a landscaped zone of trees, bushes and grass, unless natural vegetation is available. These landscaped zones shall be a minimum of 10' wide.
- D. Buffers shall preserve existing natural vegetation wherever possible and, as necessary, supplemented with new landscaping in order to attain the desired screening relationship between uses.

2. Access from Reames Road

- A. Four points of direct site ingress-egress at Reames Road are proposed, subject to approval by D.O.T. or other governing body, as shown on the Technical Data Sheet:

Access No. 1 -

The County may propose at a later date a signalized intersection in conjunction with the relocation of the South-bound I-77 on-ramp. In the event the NC D.O.T. approves this proposal, the Petitioner proposes to provide access to the site in

conjunction with this signalized intersection, opposite the South-bound I-77 on-ramp, as shown on the Technical Data Sheet. At that time the County and State will review the Petitioner's proposal to determine its acceptability.

Access No. 2 -

At such time as construction is undertaken for the proposed hotel (parcel # 2 on the TDS), the County will permit use of this access. However, when the loop road encircling the Regional Shopping Center and the Spine Road are complete, this access will be converted to become a right turn-in/right turn-out only. Should the County determine that access would create a traffic hazard under these conditions, it shall then be closed.

Access No. 3 -

The access to the Petitioner's proposed North-South Spine Road is located directly opposite the approved, future location of access into the Shannon Business Park.

At such time as any retail or business park construction is begun, the Petitioner will provide land for and build one right turn lane from Reames Road onto the Spine Road.

Provided there exists available right-of-way, the Petitioner will also build one left turn lane from Reames Road onto the Spine Road at the same time. Right and left turn lanes from the Spine Road onto Reames shall also be provided by the Petitioner at this time. No turn lanes at this access point are required for completion of any new residential development.

Access No. 4 -

At such time as construction is undertaken for the proposed Convenience Retail Center (parcel # 7 on the TDS) or associated business parcels, the County will permit use of this access. However, when the Spine Road is complete, and a median built in Reames Road, this access will become a right turn-in/right turn-out only.

Access No. 5 -

The Petitioner shall reserve a 70' right-of-way for the future location and extension of Reames Road (from the Spine Road toward the existing intersection of Vance Road and Reames Road) through the petition area for a period of seven (7) years (from date of approval of the Rezoning Petition by the County Commissioners) and dedicate the right-of-way, if needed, during this period of time.

In the event Reames Road is extended within this 7 year period, then Petitioner shall dedicate within the same time-period, additional right-of-way for the appropriate governmental entity to construct, if needed, additional turn lanes at the Spine Road intersection.

3. Circulation

A. Reames Road:

At such time as construction is undertaken on the Regional Shopping Center (parcel # 1 on the TDS) the Petitioner shall dedicate up to 70 feet of right-of-way (pending detailed engineering studies) in addition to the existing 30 feet of right-of-way, for a total of 100 feet right-of-way, from the centerline along Reames Road and the southern boundary of

the Petitioner's land. After the detailed studies have been completed showing actual right-of-way needed, then the residual right-of-way may be used by the Petitioner for purposes consistent with the B-1SCD rezoning. These studies are anticipated to be completed within 12 months from the date of approval of the Rezoning Petition by the County Commissioners.

- B. North-South Spine Road: The Spine Road shall be dedicated and built by the Petitioner as a two (2) lane facility as the business park develops. The Spine Road shall be widened to four (4) lanes by the Petitioner and extended to Alexanderana Road before the Regional Shopping Center is opened. Should the preferred Outer Belt Alignment as shown on the Technical Data Sheet be chosen by the NC DOT, County, et al, a portion of the Spine Road connecting to Alexanderana Road shall be abandoned and terminated as a cul-de-sac inside the Petitioner's property as shown on the Technical Data Sheet. The traffic movement from the Spine Road to Alexanderana Road will be facilitated instead by a DOT extension of the East-West Connector Road across I-77 to U.S. 21 as described below.

- C. East-West Connector Road: The East-West Connector Road shall be dedicated and built by the Petitioner, to and from Mount Holly-Huntersville Road to the Spine Road as shown on the Technical Data Sheet before the Regional Shopping Center is opened, unless the Petitioner is prevented by NCDOT from building this road.

The Petitioner shall dedicate between 60' - 70' of

right-of-way for this Connector Road. In the event the preferred Outer Belt Alignment (as shown on the Technical Data Sheet) is chosen, then the entire width of this right-of-way as shown on the Technical Data Sheet shall be dedicated and shall be 70' in width, and the Petitioner shall reserve additional right-of-way to carry this roadway to his eastern property line, nearest to I-77.

However, the extension of the Connector Road from approximately 470 feet east of the Spine Road/Connector Road intersection, across I-77 and connecting to U.S. 21, shall be constructed by others.

In the event neither Outer Belt Alignment (as shown on the Technical Data Sheet) is chosen, the right-of-way for the entire East-West Connector through the petition area shall be 60 feet in width.

Petitioner shall reserve a 70' right-of-way for the Connector Road and for the extension of the Connector Road across I-77 to U.S. 21 for three (3) years or until after the EIS has been completed and the NCDOT as well as local governments have determined where the Outer Belt Alignment is to be located, whichever event occurs first.

- D. Outer Belt Re-Alignment: Petitioner shall reserve right-of-way for the proposed Outer Belt in either alignment shown on the Petitioner's Conditional Site Plan, including the existing alignment shown on the Thoroughfare Plan and the alignment presently preferred, provided this reservation shall only continue for three (3) years or until the EIS

has been completed, whichever first occurs.

In particular, Petitioner has committed to the NCDOT that he will dedicate land he owns for needed right-of-way purposes in the event either route is chosen by NCDOT and approved by local government.

- E. Ride Share Program: Petitioner shall cooperate with and encourage the use of any Ride Share Program operated or endorsed by local government.
- F. Mass Transit Facility: Petitioner shall set aside land as shown on the Technical Data Sheet for ten (10) years (from the date of approval of the Rezoning Petition by the County Commissioners) for purchase by the local government for a mass transit facility. The nature and extent of any such services as well as specification of such a facility have not yet been determined.

4. Development Enterprise Zone

- A. In accordance with other site plan conditions a specific plan for each B-1SCD parcel shall be reviewed and approved by the Planning Commission. This review and approval shall consider the following factors: Site utilization, building heights, edge conditions, access points, landscape parking areas, and arrangements and signage.
- B. The Regional Shopping Center parcel will be designated a regional shopping mall of 800,000 to 1,000,000 square feet in size containing a mix of anchor retail stores, restaurants, small tenant shops of a national, regional and local character, service businesses, and other types of tenants customarily found in a

major regional mall, including without limitation, theaters, ice skating rink, hotel, food court and entertainment court. Its buildings will promote interaction between people, structures and amenities.

- C. The Hotel parcel will be designated as a multi-story 300 room convention hotel containing as needed, restaurants, meeting facilities, banquet rooms, and other related facilities customarily found in major hotels.
- D. Buildings will be of harmonious design including any detached structures, with emphasis placed on types of building material and color. Access to individual buildings will be from interior roads only at designated entry points.
- E. Services areas will be located so that the buildings are screened from public streets with fences, walls or other appropriate features.
- F. While an Illustrative Master Plan has been developed to illustrate the general overall concept of the development of this site, specific design details will evolve over a period of time, and minor modifications due to detailed design, final engineering, topographic and site conditions may be made consistent with these standards with staff approval.

5. Signs

- A. All signs will be reviewed, as required by the B-1 SCD plan approval process, as to size, design, colors, lighting, and other considerations, and will conform to the Mecklenburg Zoning Ordinances, subject to the following restrictions.
- B. Monument-type signs for the Regional Shopping Center, Convenience

Shopping Center, Hotel, and Business Park will be erected in locations shown on the Technical Data Sheet. Each side of the sign will not exceed 10-feet in height and 100 square feet in actual signage area.

C. Business signage for the office parcels, and Business/Commercial outparcels along Reames Road, North-South Spine Road, and the Loop Road will consist of:

(1) Signage mounted on the building wall as part of the architecture, not to exceed the parapet height and not to exceed 100 sq. ft. in actual signage area and, potentially two-sided;

(2) Ground signs: Low profile two-sided business signs located in the landscape, not to exceed 7-feet in height from finished grade and not to exceed 50 square feet in actual signage area.

D. Residential signage for the R-12 MF Zoning District will conform to the applicable Mecklenburg County Zoning Ordinances.

6. Stormwater Management and Erosion Control

The development will conform to all Mecklenburg County standards for drainage design, including sediment control.

MECKLENBURG COUNTY
INTER-OFFICE COMMUNICATION

DATE: April 21, 1987

TO: Robert G. Young
Charlotte-Mecklenburg
Planning Commission
SUBJECT: PETITION NO. 87-6(C)

FROM: William S. Coxe
County Engineering

Petitioner has agreed to the following clarification and changes we requested in his 4/10/87 Revised Site Plan (pages 3-8) which was filed with the Planning Commission.

(i) Access No. 1 - (3-4) - should read as follows:

"The County may propose at a later date a signalized intersection in conjunction with the relocation of the Southbound I-77 on-ramp. In the event the NCDOT approves this proposal, the Petitioner proposes to provide access to the site in conjunction with this signalized intersection, opposite the Southbound I-77 on-ramp, as shown on the Technical Data Sheet. At that time the County and State will review the Petitioner's proposal to determine its acceptability."

(ii) Access No. 5 (page 5 should be read as follows:

"The Petitioner shall reserve a 70' right-of-way for the future location and extension of Reames Road (from the Spine Road toward the existing intersection of Vance Road and Reames Road) through the petition area for a period of seven (7) years (from the date of approval of the Rezoning Petition by the County Commissioners) and shall dedicate the right-of-way, if needed, during this period of time."

"In the event Reames Road is extended within this 7 year period, then Petitioner shall dedicate within the same time-period, additional right-of-way for the appropriate governmental entity to construct, if needed, additional turn lanes at the Spine Road intersection."

January 27, 1987	Review Changes to Master Plan to Comply with Staff Requests	<u>LandDesign</u> Mr. Brad Davis <u>Attorney</u> Mr. Tom Ray
February 2, 1987	File Revisions with Planning Commission	
February 3, 1987	Long Creek Neighborhood Meeting* at Hopewell Presbyterian Church to Review Site Plan and Conditions	<u>Long Creek Community</u> Mrs. Christine Parks Mr. Bruce Andersen <u>Developer</u> Mr. Ron Withrow <u>Attorney</u> Mr. Tom Ray <u>LandDesign</u> Mr. Brad Davis
February 5, 1987*	Review Traffic Needs, Constraints, and Phasing	<u>County Engineering</u> Mr. Bill Coxe Mr. Tim Foster <u>Developer</u> Mr. Ron Withrow <u>Attorney</u> Mr. Tom Ray
February 6, 1987	Discussion of Public Hearing Matters	<u>Developer</u> Mr. Ron Withrow <u>Attorney</u> Mr. Tom Ray <u>LandDesign</u> Mr. Brad Davis
February 8, 1987	Long Creek Neighborhood Meeting* at C.W. Kidd's Home to Review Site Plan and Conditions	<u>Long Creek Community Leadership</u> Mr. C. W. Kidd Mr. Don Mock Mr. Reames, et al. <u>Developer</u> Mr. Ron Withrow <u>Attorney</u> Mr. Tom Ray <u>LandDesign</u> Mr. Brad Davis
February 9, 1987*	Public Hearing Before Joint Planning Commission and Board of County Commissioners to Review Site Plan	<u>Speakers:</u> Pro: C.W. Kidd; Evelyn McAuley Con: Mrs. Christine Parks

February 12, 1987*	Discussion of Transportation Phasing and Infrastructure Design Re. Offset Ramps, etc.	<u>Mecklenburg County Engineering</u> Mr. Bill Cox Mr. Tim Foster
		<u>Developer</u> Mr. Ron Withrow
		<u>Attorney</u> Mr. Tom Ray
February 13, 1987*	Discuss Road from Property to Signal at On-ramp on on Reames Road; Controlled Access	<u>Kimley-Horn and Associates, Inc.</u> Mr. Bob Deaton
		<u>Developer</u> Mr. Ron Withrow
March 3, 1987*	Long Creek Neighborhood Meeting* Discussion of Specific Points of Concern of some Long Creek Community Representatives: 1) Size of Mall 2) Resultant Traffic 3) Timing of Build Out 4) Buffer Between Multi-Family and Single Family 5) Possibility of Long Creek Supportive of Mall to attract Anchor Tenants	<u>Long Creek Community</u> Mrs. Christine Parks Mr. Bruce Andersen Mr. Bob Ashmore, et al.
		<u>Developer</u> Mr. Ron Withrow
		<u>Attorney</u> Mr. Tom Ray
		<u>LandDesign</u> Mr. Brad Davis
March 11, 1987	Long Creek Neighborhood Meeting* 1) To Review What Long Creek Neighborhood Association Can Support and Specific Concerns 2) Long Creek Neighborhood Association Can Only Support Maximum of 350,000 SF Retail and Office (BP and Bl-SCD)	<u>Long Creek Community Leadership</u> Mrs. Christine Parks and Four Other Leaders
		<u>Developer</u> Mr. Ron Withrow
		<u>Attorney</u> Mr. Tom Ray
		<u>LandDesign</u> Mr. Larry Best
March 16, 1987*	Review Revisions to Site Plan	<u>Mecklenburg County Engineering</u> Mr. Bill Cox Mr. Tim Foster
		<u>Developer</u> Mr. Ron Withrow

Robert G. Young
Page Two
April 21, 1987

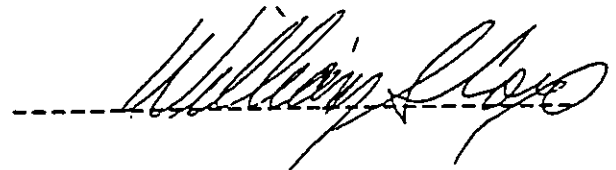
(iii) East-West Connector Road, (Page 7): last paragraph, should read as follows:

"Petitioner shall reserve a 70' right-of-way for the Connector Road and for the extension of the Connector, Road across I-77 to US 21 for three (3) years or until after the EIS have been completed and the NC DOT as well as local governments have determined where the Outer Belt Alignment is to be located, whichever event occurs first.

(iv) Mass Transit Facility (page 8) should read as follows:

"Petitioner shall set aside land as shown on the Technical Data Sheet for ten (10) years (from the date of approval of the Rezoning Petition by the County Commissioners) for purchase by the local government for a mass transit facility."

Subject to the above changes, we have agreed to the "Phasing and other Transportation Agreements", which have now been incorporated in the Petitioners Revised Site Plan.



WSC:ssp

cc: Tom Ray