



Charlotte Department of Transportation

Memorandum

Date: May 30, 2008

To: Tammie Keplinger & Tom Drake
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-060: Located on the east side of Point O'Woods Drive and the west side of Northlake Centre Parkway (Revised 5/23/08)

We previously commented on this petition in our March 4 and May 7, 2008 memoranda to you.

Consistency with Transportation Action Plan (TAP): The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

- Goal 1 of the TAP relies on the Centers, Corridors, and Wedges land use strategy to be implemented. This project site is located in a Center and does appear to support the Centers, Corridors and Wedges land use strategy.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are identified below that need to be addressed for CDOT's support of the petition and to bring the site plan into compliance with the TAP and best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 700 trips per day as currently zoned. Due to a reduced development scale included in the revised site plan, under the proposed zoning the site could generate approximately 6,500 trips per day. This will have a significant impact on the surrounding thoroughfare system.

A traffic study has been submitted to CDOT and is currently in review.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. Upon extension of the proposed 63-foot right-of-way/street located on the south side of the site to Northlake Centre Parkway, the existing portion of Point O'Woods Drive between Northlake Centre Parkway and the southern stub to the Northcrest Shopping Center needs to be removed and a petition submitted to the City for abandonment. (*Previous review comment*)

2. A northbound left-turn lane must be constructed on Northlake Centre Parkway at the middle driveway to Northlake Mall to allow for U-turns into this site. The length (minimum 150 feet) will be determined in the traffic study. (*Previous review comment*)
3. A left-turn lane must also be constructed on northbound Northlake Centre Parkway at the northern driveway to Northlake Mall to accommodate the planned extension of main street through the development across the Faison parcel (undevelopable) to Northlake Centre Parkway. The traffic using the left-turn lane would be directly attributable to the development. (*Previous review comment*)
4. Once the site's traffic impacts have been identified, the design of any affected intersections will need to be determined through the Six-Step Process identified in the Urban Street Design Guidelines. This process can occur at any time before subdivision plan submittal. It is recommended that the developer and the developer's consultant(s) meet with CDOT staff early in the rezoning process to discuss/become familiar with USDG's Six-Step Process.
5. Additional comments will follow our review of the TIS.

If we can be of further assistance, please advise.

SLP

- c: R. H. Grochoske (via email)
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Rezoning File