



# Charlotte Department of Transportation

## Memorandum

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**Date:** June 25, 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 6/20/08)

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We previously commented on this petition in our March 4, and May 7, and May 30, 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.

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

1. The traffic study has identified traffic impacts at the following intersections when the retail/office component is development:
  - a. WT Harris Boulevard/Northlake Centre Parkway/Reames Road
  - b. WT Harris Boulevard/Perimeter Parkway
  - c. WT Harris Boulevard/I-77 Southbound ramps

Intersections (b) and (c) above have been built-out to their ultimate laneage. Since no

capacity improvement is practical at either intersection, the mitigation necessary will be combined with mitigation for intersection (a). To mitigate the cumulative impact at these three intersections, the petitioner/developer needs to construct one of the following two improvements prior to the issuance of the first certificate of occupancy for any retail or office development:

- Construct a third eastbound through lane on WT Harris Boulevard between Dixon Branch Creek and Northlake Centre Parkway and relocate/reconstruct the existing eastbound right-turn lane onto Reames Road.
  - Extend the storage on the existing dual left-turn lanes on eastbound WT Harris Boulevard at Statesville Road to 400 feet for each lane (800 lane-feet) exclusive of bay taper.
2. The southern left-turn lane referenced in conditional note 7(H) must be constructed prior to issuance of any certificate of occupancy for any office or retail development on the site, regardless of the presence of the northern left-turn lane referenced in conditional note 7(F)
  3. The petitioner/developer is responsible for all costs associated with any required transportation improvement, including, but not limited to, design, construction, right-of-way acquisition, and modifications to traffic signals.
  4. A minimum of 150 feet of internal channelization is necessary on the driveways/public streets connecting to Northlake Centre Parkway.
  5. A minimum of 150 feet of storage needs to be provided on all single left-turn lanes, including those on driveways to traffic signals.
  6. The design of the three affected intersections will need to be determined through the Six-Step Process identified in the Urban Street Design Guidelines in order to provide appropriate pedestrian and bicyclist levels-of-service. This process can occur at any time prior to subdivision plan submittal.

If we can be of further assistance, please advise.

SLP

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Rezoning File