



# Charlotte Department of Transportation

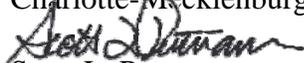
## Memorandum

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**Date:** May 7, 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 4/21/08)

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We previously commented on this petition in our March 4, 2008 memorandum 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 not appear to support the Centers, Corridors and Wedges land use strategy, for the site plan calls for auto-oriented development inconsistent with an adopted area plan.
- 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 rather than the 7,800 trips per day we previously reported. This will have a significant impact on the surrounding thoroughfare system.

Therefore, we request that the developer submit a Traffic Impact Study (TIS) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity. The preparer of the TIS must contact Matt Magnasco (704-336-3368) of the Charlotte Department of Transportation (CDOT) prior to beginning the TIS to determine the study requirements.

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

1. The proposed street through the middle of the site connecting the Northcrest Shopping Center to the northernmost Northlake Mall driveway needs to be a public street.
2. 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 demolished and a petition submitted to the City for abandonment.
3. 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.
4. 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.
5. Additional comments will follow our review of the TIS.
6. 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.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

Northlake Centre Parkway is an Avenue requiring a minimum of 115 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 57.5 feet from the centerline of the roadway.

Adequate sight triangles must be reserved at the proposed street entrances. Two 35' x 35' sight triangles are required for the entrances 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.

The exact driveway locations and type/width of the driveways will be determined by CDOT during the subdivision and/or Six-Step processes. The locations of the driveways shown on the site plan are subject to change in order to align with street(s)/driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

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All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske (via email)  
M.M. Magnasco – Review Engineer (via email)  
B. D. Horton (via email)  
A. Christenbury (via email)  
E.D. McDonald (via email)  
Gandy Communities(via email)  
Urban Design Partners  
Rezoning File