



Charlotte Department of Transportation

Memorandum

Date: March 4, 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

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. Under the proposed zoning the site could generate approximately 7,800 trips per day. 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. According to the City of Charlotte's Driveway Regulations, 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. CDOT has determined

that a left-turn lane is necessary to serve the traffic using the proposed public street/private driveway connections for this site. The engineering design and construction of the left-turn lane is the responsibility of the owner, and shall be performed by a professional engineer registered in the State of North Carolina who has roadway-design experience. CDOT will only approve the proposed connection provided that a left-turn lane is constructed on Northlake Centre Parkway. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the connection. This roadway improvement is required to meet the traffic demands of the proposed development. The left-turn lane needs to be designed with a *minimum* 150 feet of storage and 15:1 bay taper. The length of the storage will be determined through the TIS process.

2. The primary access point off Northlake Centre Parkway needs to be a public street that connects with existing Point O'Woods Drive and the adjacent Northcrest shopping center. The remnant portion of Point O'Woods Drive between Northlake Centre Parkway and this new street then needs to be abandoned and closed.
3. The street network needs to be designed so that a connection to the Northlake Mall Drive/Northlake Centre Parkway intersection through parcel 15 can be made in the future. The petitioner does not have to construct the road through Parcel 15 unless it is determined from the traffic study that it is necessary for mitigating traffic impacts. Upon connection to the Northlake Mall Drive/Northlake Centre Parkway intersection, the right-in/right-out access to Northlake Centre Parkway would need to be closed. It is strongly encouraged, however, that the petitioner seek to acquire Parcel 15 and construct the connection to Northlake Centre Parkway as part of initial site development.
4. The proposed conversion rates between retail/residential and office/residential appear to be incorrect. With the square footages given, the conversions would yield over 1,600 residential units (approximately 75 DUA), much higher than the proposed 17 DUA.
5. In conformance with the adopted Urban Street Design Guidelines, Residential Wide and Commercial Wide streets, as appropriate, need to be used in the site. These streets need to be public, although no street stub to the NCDOT-owned parcels is necessary. A 10-foot-wide bike/pedestrian connection will be sufficient.
6. The site plan needs to provide conceptual building, parking, and maneuvering layouts. Multi-use Center locations have preferred block lengths of 500' and maximum block lengths of 650'. Because of the intensity/density of the proposed uses, the preferred block length more appropriate.
7. 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.

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8. Additional comments will follow our review of the TIS.

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.

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)
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Rezoning File