



Charlotte Department of Transportation

Memorandum

Date: August 29, 2013

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From:

Dennis E. Rorie, PE
Development Services Division

Subject: Rezoning Petition 13-067: Approximately 18.95 acres located on the west side of Northlake Centre Parkway near the intersection of Madison Square Place, Northlake Mall Drive and Northlake Centre Parkway.

CDOT has previously commented on the subject petition in our July 26th memoranda to you. Based on our review of the petition's revised site plan, we offer the following comments.

Vehicle Trip Generation

This site could generate approximately 570 trips per day as currently zoned as a single family development. Under the proposed zoning to multi-family the site could generate approximately 2,645 trips per day. A Transportation Technical Memorandum (TTM), dated June 24, 2013 was prepared to determine projected site generated traffic, traffic distribution, and recommended transportation improvements by the petitioner. The subject TTM has been submitted, and reviewed by CDOT. The subsequent comments in this memorandum include our comments for the subject TTM.

We have the following comments regarding apparent conflicts between the proposed rezoning and existing ordinances or policies:

1. It is our understanding that the new public street described above will provide for a future full-access street connection to Northlake Centre Parkway at the existing northernmost median opening (i.e. first median opening south of the Northlake Centre Parkway/I-485 grade separation).

In addition to the comments above, CDOT requests the following changes to the rezoning plan:

1. Based on the Northlake Area plan (we understand there is a recommended future Hucks Road street extension that will connect to Old Statesville Road to Northlake Centre Parkway Figure 1). While the final location of the proposed street connection to Northlake Centre Parkway has not been determined, we anticipate (if feasible) that it will align with the existing northernmost median opening. We request the petitioner add a call out conditional note on the Technical Data Sheet that acknowledges that any future street connection at the

northernmost existing median opening on Northlake Centre Parkway for parcels 025-081-22B & 025-081-23B will be subject to additional engineering design and evaluation, as this future street connection may function as a future full-access signalized intersection, serving both sides of Northlake Centre Parkway, including traffic generated from the proposed 416 dwelling units proposed in this petition.

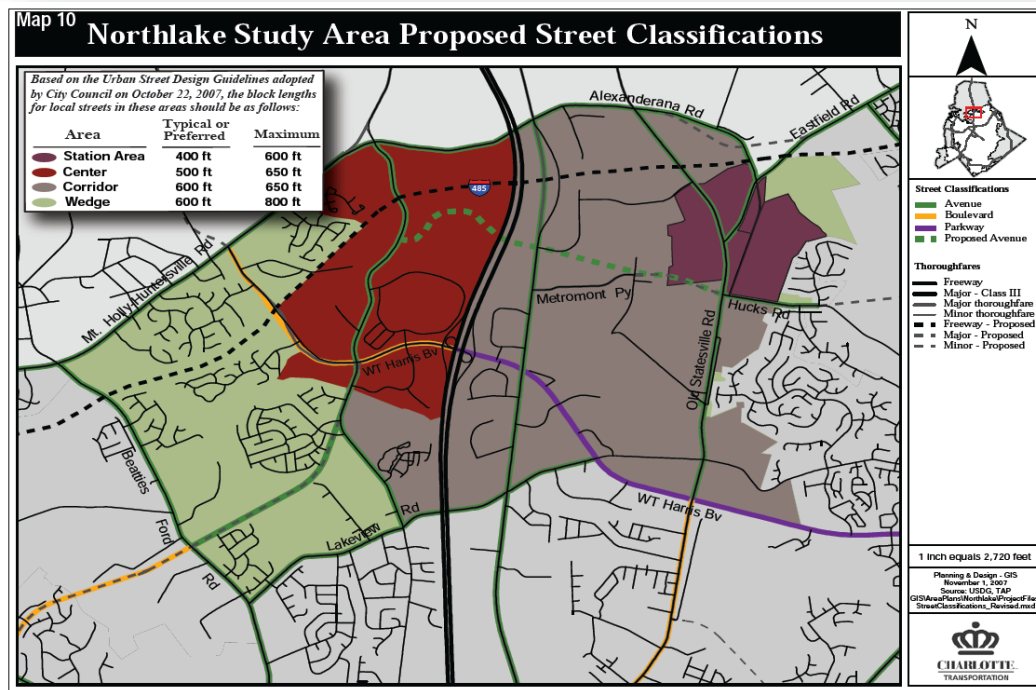


Figure 1: Northlake Study Area Proposed Street Classifications Map - Northlake Area Plan

- The petitioner needs to revise the Transportation conditional note “c” as follows: The petitioner will install a 150’ northbound left-turn storage lane with the appropriate taper length

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

- 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 northbound Northlake Centre Parkway left-turn lane is necessary to serve the traffic using the proposed full-movement public street connection for this site at the existing median opening. 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 public street connection provided that a left-turn lane is constructed on Northlake Centre Parkway at this location. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the public street connection. The left-turn lane needs to be

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designed using NCDOT standards with a minimum 150 feet of storage. This roadway improvement is required to meet the traffic demands of the proposed development.

2. The proposed street connections to Northlake Centre Parkway will require driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact street connection locations and type/width of the driveways will be determined by CDOT during the Subdivision Review process. The locations of the street connections shown on the site plan are subject to change in order to align with driveways on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
3. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

If we can be of further assistance, please advise.

R. Grochoske

cc: S. Correll
Brett Canipe, NCDOT (via email)
Rezoning File