



Charlotte Department of Transportation

Memorandum

Date: July 26, 2013

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE *Mike Davis*
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 completed a review of the subject petition in order to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users. Based on our review of the petition, 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. CDOT understands that a new north/south public street that parallels Northlake Centre Parkway will be required per the Subdivision Ordinance in lieu of the proposed "Private Local Residential Wide Street" section currently shown on the Schematic Site Plan (RZ-2.0). It is our understanding that this required public street will connect to the two east/west public streets currently shown on the Schematic Site Plan (RZ – 2.0).
2. 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 (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 conditional note to the proposed rezoning document 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 connection may function as a future signalized intersection.

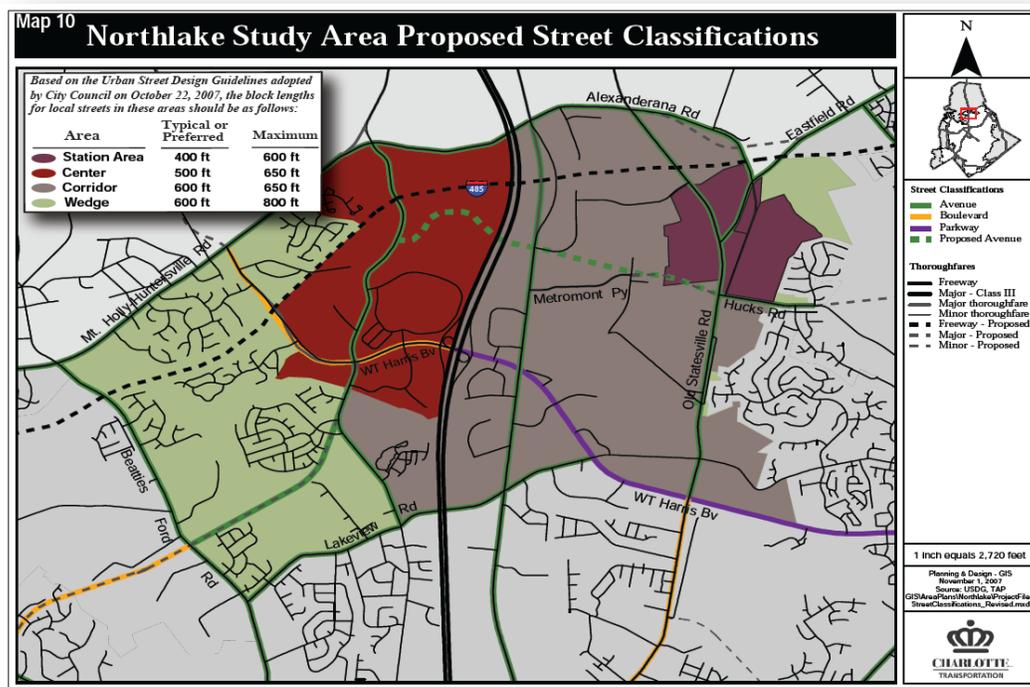


Figure 1: Northlake Study Area Proposed Street Classifications Map - Northlake Area Plan

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.

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 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

Tammie Keplinger

July 26, 2013

Page 3 of 3

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 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. Adequate sight triangles must be reserved at the proposed street entrances. Two 10' x 70' 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 entrances. Such items should be identified on the site plan.
3. 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.
4. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. 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.

R. Grochoske

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