



Charlotte Department of Transportation

Memorandum

Date: December 1, 2014

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From:

Dennis E. Rorie, PE

Development Services Division

Subject: Rezoning Petition 15-006: Approximately 1.9 acres located on the west side of Northlake Centre Parkway between Point O'Woods and Madison Square Place.

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 60 trips per day as currently zoned, assuming 6 single family lots. Under the proposed zoning the site could generate approximately 5,400 trips per day, based upon a C-store with 10 fueling stations.

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

1. CDOT understands the previous rezoning petition number 2008-060 for the subject parcel was modified via an Administrative Approval that included a realignment of Dolley Todd Drive to Northlake Centre Parkway, as a public local commercial street, built to public street standards identified in the City's Subdivision Ordinance. This future realignment and connection of Dolley Todd Road to Northlake Centre Parkway needs to align properly with the Northlake Mall's private street, east of Northlake Centre Parkway. Dolley Todd Road at Northlake Centre Parkway will become the existing signalized intersection's fourth (4th) approach leg, and therefore needs to be aligned properly at this location. The petitioner will be responsible for the dedication of public right-of-way and the construction this local commercial street within the site. The petitioner will need to dedicate the proper street right-of-way width after the construction permitting phase (i.e. after site engineering determines the minimum Dolley Todd Road right-of-way requirements. Public street right-of-way needs to be dedicated from Northlake Centre Parkway to the site's northern property line.

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CDOT requests the following changes to the rezoning plan:

1. The Dolley Todd Drive extension needs to be constructed thru the site's frontage and proposed land exchange proposed by the adjoining property owner (Mr. Paul Gale). We under the petitioner and Mr. Paul Gale have been discussing a land exchange and cross access agreement to access the proposed development site within tax parcel number 02529117. The petitioner will be responsible to construct Dolley Todd Drive at Northlake Center Parkway with three (3) travel lanes (i.e. one receiving lane, a left turn lane and a thru/right lane. The petitioner needs to revise the site plan to depict the proposed Dolley Todd Drive extension including travel lanes and site access driveway from Todd Drive.
2. The petitioner needs revise the site plan and/or add conditional notes to construct a northbound left turn lane Northlake Center Parkway at Dolley Todd Drive with 150 feet of vehicle storage and appropriate taper lengths. This improvement needs to be completed before a certificate of occupancy is issued.
3. The petitioner needs to add a conditional note as follows: The petitioner will enter into a Traffic Signal Modification Agreement during the construction permitting process with CDOT to be responsible for all necessary traffic signal costs associated with creating the 4th signalized approach at Dolley Todd Drive and Northlake Centre Parkway. This improvement needs to be completed before a certificate of occupancy is issued.

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 public street/private driveway connection(s) 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 public street/private driveway connection(s) provided that a northbound left-turn lane is constructed on Northlake Center Parkway at Dolley Todd Drive. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the public street/private driveway connection(s). 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 existing/proposed street entrance(s). Two 35' x 35' and two 10' x 70' sight triangles are required for the entrance(s) 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.

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3. The proposed driveway connection(s) to Dolley Todd Drive and Point O'Woods Drive will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) 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 items (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 items. 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
 Rezoning File