

Rezoning Transportation Analysis

Petition Number: 2017-043

General Location Identifier: 025-291-10, 025-291-11, 025-291-12, 025-291-17

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CDOT's review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP) which seeks to ensure that the City'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.

This document is primarily for communication to Planning Department staff as part of the overall City staff analysis of the rezoning petition and includes an overall summary of the case from a transportation perspective, information on trip generation, and resolved or outstanding site plan concerns. Additional advisory information about the driveway permit process is provided for information only.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

To be provided prior to public hearing.

General Description

The site is bordered by Northlake Centre Parkway (minor thoroughfare) and Point O' Woods Drive (local). The intersection of Northlake Centre Parkway and a mall access drive is signalized. Prior rezoning: 2008-060. The site is located in a mixed use activity center outside of Route 4 and within the Northlake Area Plan.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	3 units	42	Tax Record
Entitlement with Current Zoning	Single Family (1.7 acres of R-3)	5 dwellings	4,400	General Guidance from Planning RZ 2008-060
	Retail	50K sf		
Proposed Zoning	Hotel	180 rooms	4,580	Site Plan: undated
	Retail	30k sf		
	Hotel	180 rooms	5,200	Site Plan: 04-16-18
	Retail	40k sf		

Curblines

The proposed zoning district has a setback measured from an existing or proposed future curblines.

- Dolly Todd Drive should be a local commercial/office narrow street cross-section (see CLDSM U-04). As Todd Dolly Drive approaches Northlake Centre Pkwy the cross-section and right-of-way will need to be widened to include appropriate turn lanes and receiving lanes for traffic operation needs associated with the proposed leg of the intersection.

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- Northlake Center Parkway – existing curblineline is in the future location unless otherwise determined during detailed design in permitting to accommodate the proposed leg of the intersection.

Outstanding Issues

1. ~~The petitioner should revise the site plan to specify and document the proposed land-use density so that the projected trip generation for the subject development can be confirmed.~~

~~The petitioner should submit a *Technical Transportation Memorandum (TTM)* to determine the intersection lane configuration and geometry to accommodate the proposed fourth leg and report the proposed traffic impacts along Northlake Centre Parkway at the signalized intersection at the Northlake Mall entrance, south of Point O'Woods Dr., and the site's proposed RI/RO (maybe left-in) site driveway. CDOT has the following additional transportation comments after reviewing the TTM:~~

- a. Provide a 250' NB offset left turn storage lane with appropriate bay taper length at Dolly Dr.
 - b. Modify NB Northlake Centre median nose to provide a pedestrian refuge island.
 - c. Modify existing Northlake Centre median to maintain min 4' raised median width.
 - d. NB/SB Northlake Centre left turn bay tapers lengths can be shortened to 50' each.
 - e. Re-mark WB Mall Access Rd. approach to provide a 50' thru lane (mill/overlay as necessary)
 - f. SB Dolley Todd at Northlake Centre approach needs 3 approach lanes (i.e. 11' thru/right lane, 11' left turn lane, and a 13' receiving lane).
 - g. SB Dolley Todd approach needs to align properly with the existing NB Mall Access approach so that lane transition is minimized.
2. It appears the Dolly Todd leg will require geometric adjustment to align perpendicularly to Northlake Centre Parkway which will shift the building envelope for the hotel site.
 3. The petitioner should revise the site plan and include a conditional transportation note that the developer is responsible for all traffic signal modification and improvement costs associated with the extension of Dolley Todd Dr. to Northlake Centre Parkway to create the 4th approach leg at the existing traffic signal, including interconnect cable, pedestrian signalization, accessible ramps, and geometry modifications of the existing leg(s) as determined during detailed design in permitting.
 4. The petitioner should revise the site plan to provide a continuous planting strip and sidewalk within public right of way along Northlake Centre Pkwy. between Point O'Wood's Dr. and Madison Square Place.
 5. The petitioner should revise the right in/right out drive aisle at Northlake Centre as follows:
 - a. Provide a more street-like cross section with continuous sidewalk along the south/east side from Northlake Centre Pkwy. to Dolley Todd Dr. and parallel parking spaces from Northlake Center to Building B.
 - b. Include a conditional transportation note to provide a 25' public access easement across the right-in/right-out drive aisle from Northlake Centre Pkwy. to Dolley Todd Dr. and allow a cross access easement to tax parcel 02529118.
 - c. Provide two (2) continuous 6' sidewalk connections to the existing apartment building sidewalks – at the stub near Northlake Centre and at ADA crosswalk location.
 - d. Provide a NB Northlake Centre directional left over with a 75' left turn storage and 50' bay taper.
 - e. SB Northlake Centre left turn bay taper shorten from 300' to 225'.
 6. The petitioner should revise the site plan to add a conditional note to extend the storage on the existing dual-left turn lanes on eastbound WT Harris at Statesville to 400 feet for each lane exclusive of a bay taper in conformance with prior rezoning commitments.

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7. The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of all rights of way to the City before the site's first building certificate of occupancy is issued. CDOT requests right of way set at 2' behind back of sidewalk.
8. The petitioner should revise the site plan to add a note specifying all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued or phased per the site's development plan.
9. The petitioner should revise the site plan to add a note specifying the west curblineline of Northlake Centre will be modified to provide a U-turn bulb out, including traffic signal modifications to accommodate the heavy NB Northlake Centre to SB U-turn movement at Dolley Todd Dr. The curb bulb-out needs to accommodate a SU-30 design vehicle making a U-turn.

Advisory Information

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.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles (and two 10' x 70' sight triangles on North Carolina Department of Transportation on NCDOT maintained streets) 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.
3. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and the North Carolina Department of Transportation on NCDOT maintained streets) 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 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.

Revision Log

Date	Description	By
02-23-2017	First Review	RHG
04-23-2018	Second Review	RHG