


Charlotte Department of Transportation

Memorandum

Date: December 19, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-024: Located on the southwest corner of Northlake Centre Parkway, Mt. Holly-Huntersville Road and Alexanderana Road

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 appears to support the Centers, Corridors and Wedges land use strategy.
- 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 430 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,255 trips per day. This will have a minor impact on the surrounding thoroughfare system.

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 connection 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 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 public street connection. This

roadway improvement is required to meet the traffic demands of the proposed development. The left-turn lane should be designed to NCDOT standards with a minimum 150 feet of storage.

2. The proposed right-in/right-out driveway to Mount Holly-Huntersville Road is located in the existing right-turn lane and is too close to the intersection. For this reason it needs to be moved to a location that is 10 feet offset from the western property line. Because this will be located in the existing right-turn lane taper, the right-turn storage length will need to be extended to the width of the property frontage (pavement marking change) and the 15:1 bay taper re-constructed to the west of the site.
3. Mount Holly-Huntersville Road is a major thoroughfare requiring a minimum of 100 feet of right-of-way. Additional right-of-way is needed at the intersection of thoroughfares to accommodate turn lanes. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 75 feet from the centerline of the roadway.
4. The proposed local residential collector needs to be designed as a Medium Local Residential Street in accordance with the adopted Urban Street Design Guidelines (USDG) with a width of 27 feet (back-of-curb to back-of-curb). However, recessed on-street parking (8-foot width) may be provided. This street must align with its extension on the approved site plan for The Reserve at Northlake.
5. The site plan needs to provide an internal system of 5' or wider sidewalks that connects building entrances to sidewalks along Northlake Centre Parkway and Mount Holly-Huntersville Road.
6. A 35-foot x 35-foot sight distance triangle needs to be provided at the intersection of Northlake Centre Parkway and Mount Holly-Huntersville Road measured along the right-of-way lines. 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.
7. The proposed rezoning plan needs to show the updated roadway improvements and existing conditions for the realignment of Mount Holly-Huntersville Road.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

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.

The proposed driveway connections to Mount Holly-Huntersville Road will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The proposed driveway connections to Northlake Centre Parkway will require a driveway permit(s) to be submitted to CDOT 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.

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.

To facilitate building permit/driveway permit review and approval, the site plan must be revised to include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II-Modified driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.

If we can be of further assistance, please advise.

SLP

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