

Rezoning Transportation Analysis

Petition Number: 2019-061

General Location Identifier: 02508112

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Revision Log:

Date	Description
05-16-2019	First Review
08-19-2019	Second Review

General Review Information

The site is on Northlake Centre Parkway (minor thoroughfare) and is in a center outside Route 4. The site is within the limits of the Northlake Area Plan, and outside the City of Charlotte limits.

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.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Retail (14.5 acres of BP)	145,000 sf	7,740	General Guidance from Planning
Proposed Zoning	Apartments	300 dwellings	2,230	Site Plan: 08-10-19

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- Curbline:** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of the future back of curb for the Hucks Rd. extension needs to be determined prior to public hearing. The revised site plan needs to determine and depict the type and width of the Hucks Rd. extension as it traverses adjacent to the site and parcel no. 02508112.

New comment based on revised site plan 08-10-19:

Proposed Public Local Commercial Wide Street (between Northlake Centre Pkwy and Private Street): The back-to-back curb dimensions shall be 45', including 2.5' c/g both sides and 8' planting strips and 8' sidewalks along both sides of the proposed Public Local Commercial Wide Street. Note:

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The 45' back of curb dimension needs to remain consistent from Northlake Centre Pkwy. to Private Street; however, when crossing the stream (i.e. culvert crossing) the planting strip can be eliminated and 10' wide back of curb sidewalks needs to be implemented.

2. ~~**Traffic Study:** A Traffic Impact Study (TIS) is necessary for the complete review of this petition because it is the fourth leg of an existing signalized intersection and is the road extension of a thoroughfare as designated under the Comprehensive Transportation Plan by the Charlotte Regional Transportation Planning Organization (CRTPO). A TIS, including a Hucks Rd. thoroughfare alignment analysis needs to be provided, so that future development within parcel no. 02508112 can be properly planned. The TIS will determine where the future Hucks Rd. extension needs to connect to Northlake Centre Parkway at Calhoun St. or Tisbury Rd.), including the number of travel lanes, proper street alignment at Northlake Centre Parkway, and if future traffic signalization is necessary at this intersection. Therefore, additional transportation comments will be forthcoming once the TIS and Alignment Study is completed and approved by CDOT. Please contact Rick Grochoske with CDOT at 704-432-1556 to set up a TIS Scoping Meeting. (See below Hucks Rd. extension though parcel no. 02508112).~~
 - a. ~~The petitioner needs to provide an exhibit/concept showing future street grid network for the remaining acreage for PID 02508112, and parcels to the East. The need for this exhibit is to confirm good future street network and avoid congestion at one single point.~~



3. ~~The petitioner should revise the site plan and conditional note(s) to provide a scaled engineering exhibit showing all the proposed street's travel lanes, including appropriate bay taper lengths on both sides of Northlake Centre Parkway and the proper street alignment at Tisbury Rd. which can support future development within parcel no. 02508112.~~

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4. 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 where feasible.
5. 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. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.
6. **New comment based on revised site plan 08-10-19:**
The petitioner should revise the site plan and add a note specifying public commercial wide street section's 45' bc to bc dimension and varying streetscape requirements due to the culvert crossing between Northlake Centre Pkwy. and Private Street.
7. **New comment based on revised site plan 08-10-19:**
The petitioner should revise the site plan and add a note specifying that the Private Street will be a network required street constructed to public street standards, including a permanent public street access easement and temporary hammer-head turnaround at its end to accommodate SU-30 design vehicle until Future Public Local Commercial Wide Street is implemented.
8. **New comment based on revised site plan 08-10-19:**
The petitioner should revise the site plan and add a note specifying that 20' x 20' SUE shall be dedicated to City to provide space for future traffic signal hardware and down guys on each side of Public Local Commercial Wide Street at Northlake Centre Pkwy. prior to the first building certificate of occupancy issued.

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.