



Charlotte Department of Transportation

Memorandum

Date: September 25, 2008

To: Tom Drake & Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-147: located on the north side of Brookshire Boulevard between Oakdale Road and Caldwell Williams 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 provided below that address revisions for CDOT to support the petition and to bring the petition into compliance with the TAP and best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 5,600 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 3,200 trips per day. This will have a lesser impact on the surrounding thoroughfare system.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. Following the design guidance for a Parkway (Urban Street Design Guidelines), the developer needs to construct a 10-foot multi-use path 25 feet from the edge of the outside travel lane along Brookshire Boulevard (NC 16).
2. To facilitate cross-access and reduce unnecessary use of Brookshire Boulevard, a driveway connection needs to be made to the existing stub driveway on DMV Drive.

3. The existing southern drive on Brookshire Boulevard does not meet minimum standards for offset from side property line and angle. It needs to be realigned to perpendicularly connect with Brookshire Boulevard.

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

This section of Brookshire Boulevard is a Class II-Limited Access thoroughfare requiring a minimum of 200 feet of right-of-way. The developer/petitioner should convey right-of-way in fee-simple title to meet this requirement, measuring 100 feet from the centerline of the roadway.

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 connection(s) to Brookshire Boulevard 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.

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:

- Meet applicable standards in the Charlotte Land Development Standards Manual (latest revision).
- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb Type II-Modified driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.

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Include a parking summary with figures for the numbers of parking spaces required and provided.

Directional wheelchair ramps (two per corner) should be provided at all intersections of public and private streets.

If we can be of further assistance, please advise.

SLP

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Rezoning File