



# Charlotte Department of Transportation

## Memorandum

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**Date:** May 26, 2006

**To:** Keith MacVean  
Planning Commission

**From:** Scott L. Putnam  
Development Services Division

**Subject:** Rezoning Petition 06-088: Located on the north side of Wilkinson  
Boulevard west of Interstate-77

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This site could generate approximately 1,700 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 29,000 trips per day. This will have a significant impact on the surrounding thoroughfare system.

Therefore, we request that the developer submit a Traffic Impact Study (TIS) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity. The preparer of the TIS must contact Mark Cook (704-432-1555) of the Charlotte Department of Transportation (CDOT) prior to beginning the TIS to determine the study requirements. Since access is proposed to an NCDOT-maintained roadway, they may also require a TIS as part of their driveway permit approval process. They may have additional or different requirements for their approval than what is identified in this rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.

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/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 left-turn lane is constructed on Wilkinson Boulevard. 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). This roadway improvement is required to meet the traffic demands of the proposed development. The left-turn lane should be designed with a minimum 150 feet of storage, a 15:1 bay taper and 45/35:1 through lane tapers.

2. A meeting was held with the petitioner/developer to discuss the network of the proposed streets, the location of the main access point, and the integration of transit with the proposed development. It was concluded that a revised site plan would be submitted for our review, and once we receive that site plan we will provide more specific comments.

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. Roadway improvements should include 6' sidewalks and 8' planting strips on Wilkinson Boulevard, Suttle Avenue, Gay Street, Ison Street and the proposed public street.
2. Intersection improvements for pedestrians at all signalized intersections are recommended to include crosswalks, pedestrian countdown signals and directional wheelchair ramps.
3. A bicycle/pedestrian connection should be provided to connect to the Stewart Creek Greenway.
4. Site plan should reflect installation of a complete sidewalk network that provides internal pedestrian circulation as well as pedestrian access to and from Wilkinson Boulevard, Suttle Avenue, Gay Street, Ison Street and the proposed public and private street.

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

Wilkinson Boulevard is a commercial thoroughfare requiring a minimum of 150 feet of right-of-way. 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.

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 Wilkinson 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.

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All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

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 include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II 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

c: M.A. Cook  
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Rezoning File (2)