



# Charlotte Department of Transportation

## Memorandum

---

---

**Date:** April 23, 2009

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

**From:** Michael A. Davis, PE *Mike Davis*  
Development Services Division

**Subject:** Rezoning Petition 09-043: Located at the intersection of West Boulevard  
and Brooksvale Street

---

---

### 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 Corridor. Such areas should include a dense and interconnected street network. Specific comments are provided below to link proposed changes in land use with improved transportation network.
- 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 to bring the site plan into compliance with the TAP and best practices for multimodal transportation.

### Vehicle Trip Generation

This site could generate approximately 5,900 trips per day as currently zoned. Under the proposed zoning the site could also generate approximately 5,900 trips per day. Therefore, this proposed change in use will not have a significant impact on the street system.

Since access is proposed to an NCDOT-maintained roadway and the total trips generated by the proposed development exceed 3,000 per day, NCDOT will 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. It is our understanding from the petitioner that the TIS development is already underway. CDOT requests the petitioner to submit a copy of the completed TIS and scoping information to us as soon as possible in order to more fully evaluate this petition and the roadway improvement impacts to the proposed development.

### CDOT requests the following modifications to the plan:

1. Streets should connect perpendicularly to each other for optimal sight distance and maneuvering. Two intersections shown on the plan intersect at a skew. The site plan should

be modified to show all perpendicular connections at the intersections of the new public streets with Nobles Avenue and Nobles Avenue with Brooksvale Street. We have previously requested this of the petitioner

2. Due to the proximity of the angled parking to the intersection of the collector street through the site, 40 feet of a channelization median needs to be installed to control the movements near the intersection. This will allow for safe maneuvering within the effective intersection area. The median needs to be a minimum of 4 feet in width. Beyond the effective intersection area (40 feet) the width that the median would occupy can be striped as additional pavement/maneuvering for the angled spaces. This information was provided previously to the petitioner in an email dated 3/12/09.
3. The proposed angled parking should be back-in-angle parking to enhance the operations and safety of the parking.
4. West Boulevard is a major thoroughfare inside Route 4 requiring more than the minimum 80 feet of right-of-way because of turn lanes and proximity to Billy Graham Parkway. We request the developer/petitioner to convey right-of-way in fee simple title, measuring 50 feet from the centerline of the roadway. This dimension needs to be shown on the plan and indicated to be dedicated.
5. We request the petitioner provide 10-foot sidewalks along West Boulevard and the northern portion of Brooksvale Drive for an overland connector along this site, consistent with the request made by the Mecklenburg County Park and Recreation Department.

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

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 West 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). The left-turn lane needs to be designed using NCDOT standards with a minimum 150 feet of storage. This roadway improvement is required to meet the traffic demands of the proposed development. This information was provided to the petitioner early on in the process and also in an email dated 3/12/09.
2. CDOT is responsible for installing stop signs on City-maintained public streets. Because the proposed streets will be public, CDOT will evaluate which legs of the intersection will be stop-controlled. All "Full-way Stop" labels need to be removed from the site plan.

3. Adequate sight triangles must be reserved at the existing/proposed street entrance(s) to West Boulevard. 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.
4. NCDOT's Municipal School and Transportation Assistance (MSTA) calculator for school queuing indicates a need for at least 1,500 linear feet of stacking for vehicles dropping off students. This is based on a student population of 900 (600 elementary and 300 middle) provided by Charlotte-Mecklenburg Schools on 4/16/09. This calculation and the actual length of stacking needs to be shown on the site plan for the school's driveway permit. All stacking must occur on-site, outside the right-of-way and setback of every public street.
5. The proposed driveway connection(s) to West 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. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.

If we can be of further assistance, please advise.

c: R. H. Grochoske (via email)	NCDOT/Scott Cole (via email)
S. Habina – Review Engineer (via email)	NCDOT/Louis Mitchell (via email)
B. D. Horton (via email)	Rezoning File
A. Christenbury (via email)	
E. D. McDonald (via email)	
T. Votaw (via email)	