




Charlotte Department of Transportation

Memorandum

Date: October 29, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-112: Located on the southwest corner of
Brookshire Boulevard and Old Plank Road

We previously commented on this petition in our July 2 and May 29, 2008, memoranda to you.

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 Wedge 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 5,600 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 6,400 trips per day. This will not have a significant additional impact on the surrounding thoroughfare system.

Access is proposed to an NCDOT-maintained roadway. They may require a traffic study 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. The private street needs to be designed to public-street standards with curb/gutter, planting strips, and sidewalks on both sides of the street. This street needs to be designed to Residential Wide standards. (2 *Previous review comments*)

2. Bike lanes are not needed on local residential or office/commercial streets. For these streets, bikes are expected to ride in mixed traffic (USDG, pages 115 and 125).
3. Left-turn lanes will also be needed to serve the public street as required in previous memorandums. Note #13 needs to be revised accordingly.
4. The parking lot access to Outparcels B/C from the private street does not meet the 150-foot internal channelization requirement as measured from the right-of-way.

If we can be of further assistance, please advise.

SLP

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Rezoning File