


# Charlotte Department of Transportation

## Memorandum

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**Date:** May 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

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**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 have a significant 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. 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 left-turn lanes are necessary to serve the traffic using the proposed public street/private driveway connections for this site. The engineering design and construction of the left-turn lanes are 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 connections provided that left-turn lanes are constructed on Old Plank Road and Bellhaven Boulevard into all entrances. We recommend the rezoning plan reflect the design of these required left-turn lanes prior to submittal/approval of the public street/private driveway connections. This roadway improvement is required to meet the traffic demands of the proposed development. The left-turn lanes need to be designed with a minimum 150 feet of storage but otherwise to NCDOT standards.

2. A public street connecting Old Plank Road to Bellhaven Boulevard through the site and designed in accordance with the *Urban Street Design Guidelines* (USDG) needs to be provided. It needs to be a Residential-Wide street through the multifamily portion and an Office/Commercial-Narrow street through the Outparcels. This street is necessary for block spacing consistent with the USDG as well as connectivity. The intersection of Old Plank Road/Brookshire Boulevard is too close to the existing signalized intersection of Bellhaven Boulevard/Brookshire Boulevard to be signalized.
3. The public street described above must connect to Old Plank Road opposite the access to the proposed driveway approved with the conditional site plan for rezoning petition 2004-010.
4. Outparcels A/B need to be connected to the multifamily portion of the site.
5. The driveway on Bellhaven Boulevard serving Outparcels A and B needs to be constructed as a street and be extended to the multi-family portion of the development. This street needs to be designed as one continuous street from Bellhaven Boulevard through the perimeter parking area to the public street described in comment 2. The street can be private but needs to be designed to public-street standards with curb/gutter, planting strips, and sidewalks.
6. 8-foot planting strips and 6-foot sidewalks need to be provided on both Old Plank Road and Bellhaven Boulevard.
7. A 10-foot shared bike/pedestrian path needs to be provided along the site's frontage of Brookshire Boulevard, out of the clear zone of the travel lanes.
8. A minimum of 150 feet of internal channelization needs to be provided on each connection to Old Plank Road and Bellhaven Boulevard (measured from the right-of-way line).

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

Brookshire Boulevard is a Parkway (USDG) requiring a minimum of 200 feet of right-of-way. Old Plank Road and Bellhaven Boulevard are Avenues (USDG) each requiring a minimum of 90 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet these requirements, measuring 100 feet and 45 feet from the centerlines of the respective roadways.

Adequate sight triangles must be reserved at the proposed street entrances. Two 35' x 35' and two 10' x 70' sight triangles are required for the entrances to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances. Such items should be identified on the site plan.

The proposed driveway connections to Bellhaven Boulevard and Old Plank Road will require driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways 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.

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 maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT/NCDOT prior to the construction/installation of the non-standard item(s). Contact CDOT/NCDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

If we can be of further assistance, please advise.

SLP

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Rezoning File