



# Charlotte Department of Transportation

## Memorandum

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**Date:** April 24, 2009

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

**From:** Michael A. Davis, PE *Rick H. Guback for*  
Development Services Division

**Subject:** Rezoning Petition 09-043: Located at the intersection of West Boulevard and Brooksvale Street (*Revised April 20, 2009*)

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We previously commented on this petition in our April 23, 2009 memo to you (sent on 4/16/09).

### 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, we deem this site is deemed as trip neutral and the proposed change in use will not have a significant impact on the street system. However, since West Boulevard and Billy Graham Parkway are both state-maintained roadways they are requiring a TIA to determine the traffic impacts associated with proposed development. CDOT has received a copy of the TIA on April 17<sup>th</sup> and therefore may provide additional transportation comments to the petitioner after a complete review of this document and conference with NCDOT. Our initial comments associated to the TIA is located below (see item 6).

### 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. (*Previous review comment*)

2. Due to the proximity of the angled parking to the intersection of the collector street through the site, 40 feet of a channelization “raised” 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. (*Previous review comment*)
3. Please consider “reverse” (back-in) angle parking to enhance the operations and safety of the parking. (*Previous review comment*)
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. (*Previous review comment*)
5. We request the petitioner provide an 8-foot sidewalk 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. It appears an overland connector is shown on the plan, but the width is not indicated.
6. CDOT has received a copy of the Traffic Impact Analysis (TIA) that NCDOT required. There are several proposed roadway improvements identified in the TIA. Of critical impact to the site are the improvements consisting of a left-turn lane from West Boulevard into the site, a right turn lane from West Boulevard on to Billy Graham Parkway, and a 4-foot monolithic median on West Boulevard, as well as two egress lanes from the new public street on to West Boulevard. We recommend that the site plan show these improvements, as the shift in curb line will affect the project’s buildable area.

If we can be of further assistance, please advise.

c: R. H. Grochoske (via email)	NCDOT/Scott Cole (via email)
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