


Charlotte Department of Transportation

Memorandum

Date: February 22, 2008

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-031: Located on the northeast quadrant of the
Brookshire Boulevard & I-485 Interchange
(revised 1/18/08)

We previously commented on this petition in our December 19, 2007 memorandum 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 Center 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 19,400 trips per day ("new" trips from Kubilins Transportation Group's 2006 TIS) as currently zoned. We previously reported to you that development under the proposed zoning could generate approximately 24,400 trips per day. This amount does not include reasonable and customary consideration for trips that are made internally within the development or trips ("pass-by") that are already on the adjacent thoroughfare system. Internal and pass-by trips are not considered as "new" trips added to the external street system. We initially requested that the petitioner submit a traffic impact study (TIS) for our review based on our threshold of 2,500 new/additional trips per day.

However, the trip generation comparison above is not accurate because we did not have "new" trip generation amounts for the proposed zoning at the time. Based on the revised development plan and consideration for internal and pass-by trips, the proposed zoning could generate approximately 19,630 "new" trips per day. With consideration of "new" trips, the proposed zoning will result in approximately 230 additional trips per day and have only a minor impact on the thoroughfare system in the vicinity. For this reason we will not request that a TIS be submitted for review.

It should be noted that the phased development plan and corresponding transportation improvements that were required to mitigate the impacts of this development under the current zoning (2006-060) are also included in the development standards of the proposed conditional site plan. These transportation improvements will mitigate the impacts of the proposed development.

Some improvement to traffic conditions on Mt. Holly-Huntersville Road should occur when I-485 is opened between Brookshire Boulevard and Old Statesville Road (expected October 2008). Currently, this section of Mt. Holly-Huntersville Road has an Average Annual Daily Traffic (AADT) of approximately 20,000 vehicles per day. Our experience with the opening of I-485 between Independence Boulevard and Rea Road resulted in a 20-30% reduction of traffic volumes on Pineville-Matthews Road (NC 51). We expect that there will be similar reductions of traffic on Mt. Holly-Huntersville Road.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. In order to provide a better public street system and consistency of public street design at the intersection of Street 1 (Public), Street 2 (Public), Street 3 (Public or Private), and Street 7 (Private), we request that Street 3 be designated only as a "Public" street. Currently the site plan indicates that it could be public or private.
2. Although not specifically stated on the site plan, the petitioner indicated at the February 18, 2008 zoning public hearing that one of the requested changes to the existing conditional site plan is to change the design of the Private Street 6/Private Street 5 intersection. The current left-over design for this intersection was required because of its proximity to the signalized main entrance (Private Street 6/Mt. Holly-Huntersville Road) as part of CDOT's support of the petition and agreed to by the petitioner just prior to the beginning of the July 26, 2006 Zoning Committee meeting. We will not approve this change to provide a full access intersection at this location.
3. Centers have preferred block lengths of 500 feet and maximum block lengths of 650 feet. The site plan needs to ensure the block lengths are in this range. (*Previous Comment-2*)

If we can be of further assistance, please advise.

SLP

- c: R. H. Grochoske (via email)
- M.A. Cook – Review Engineer (via email)
- B. D. Horton (via email)
- A. Christenbury (via email)
- E.D. McDonald (via email)
- Mountain Island Promenade, LLC/Kimberly Young(via email)
- Kennedy Covington/John Carmichael & Laura Simmons (via email)
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- Scott Cole/NCDOT (via email)
- Rezoning File