



July 1, 2010

Mr. Jacob D. Carpenter  
Ramey Kemp & Associates, Inc.  
8307 University Executive Park Drive, Suite 260  
Charlotte, NC 28262

**Subject: Trevi Village Development Site Traffic Impact Study (TIS) Review Comments**

Dear Mr. Carpenter:

The Charlotte Department of Transportation (CDOT) have completed an initial review of Ramey Kemp's Traffic Impact Study for the Trevi Village Development project, dated June 17, 2010. Access to the site is provided by US 29 a state maintained road, and CDOT is aware the TIS has also been submitted to North Carolina Department of Transportation (NCDOT), District 10 Office for their review as well. The public hearing date for the rezoning associated with the TIS for Trevi Village is scheduled for July 19, 2010. The limited review time has not allowed NCDOT to coordinate comments with CDOT. CDOT will forward our review comments to NCDOT for their consideration during their review. NCDOT may have requirements that differ from CDOT's. CDOT's comments are provided below.

1. CDOT only allows for pass by trips to be counted for retail. Table 2 on page 12 of the Traffic Study shows 360 pass by trips of a total of 13,912 associated with the development. The retail trip generation is 7,225 trips. CDOT's policy would allow for 20 percent of the retail development be used for pass by trips totaling 144 trips. Due to the percentage of pass by trips accounted for CDOT is not requesting Ramey Kemp to reanalyze the development based on updated trip generation. However, CDOT is requesting text be added to the Traffic Study indicating the number of pass by trips used is not consistent with CDOT's policy and CDOT has agreed to allow Ramey Kemp not redo the entire analysis due to the small percentage of pass by trips compared with the overall development.
2. The main entrance to Trevi Village would complete the fourth leg of the intersection of Caprington Avenue. CDOT supports the traffic signalization of the intersection as a traffic mitigation measure. At the signalized intersection, the Traffic Study calls for dual north bound lefts with storage lengths of 300 feet each. The configuration of the intersection on the Trevi Village entrance appears to limit the available storage length for the dual left turn without influencing the through/right turn movement at the intersection. The Synchro files indicate the intersection was studied as a three-lane section without accounting for the bend as shown on the site plan. CDOT request that a conceptual plan of the intersection be submitted with the updated TIS.

The conceptual plans need to demonstrate the storage length, proper laneage and improvements on the existing Caprington Avenue.

3. CDOT request Ramey Kemp to coordinate with NCDOT to determine who will be responsible for the both the construction and cost associated with any reversible lane system modifications along the project's frontage.
4. CDOT request that Ramey Kemp include text in the traffic study confirming cross access to adjoining properties on both the east and west sides of the property. Future connectivity will affect future trip distribution and potential future impact to US29.
5. The future development parcel has accounted for trips based on the site plan showing three driveways to US29. CDOT has requested that Proposed Access Road "C" be extended to connect the future parcel at the time of future development. At this time, CDOT is not prepared to allow an additional driveway connection to US29 for the future development. Ramey Kemp should include a statement in the Traffic Study reflecting CDOT's concern about an additional driveway on US 29 to access the "future" development parcel on the west side of the parcel. The future western development parcel should be accessed internally not from US 29. CDOT is aware that the up to 120 AM peak hour trips and 160 PM peak hour from the future development parcel are accounted for in Traffic Study accessing the three driveways currently shown on the site plan.
6. CDOT also request that multi-modal transportation be reflected in the traffic study. The developer will be required to install sidewalk along the property frontage, which will be another segment of sidewalk along US29 to enable pedestrians to access surrounding retail and commercial development.

Should you have any questions concerning these comments, please call Rick Grochoske or James Shapard at (704) 432-1556.

Sincerely,



Rick H. Grochoske, P.E.  
CDOT Land Development Section Manager

cc: Scott Cole, P.E., NCDOT  
Laura Harmon  
Mike Davis, P.E.

Louis Mitchell, P.E., NCDOT  
Tom Drake  
James Shapard, P.E.