



Charlotte Department of Transportation

Memorandum

Date: September 6, 2011

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE *Mike H. Grubbs for*
Development Services Division

Subject: Rezoning Petition 11-044: Approximately 520 acres bound by I-485
North, Ballantyne Commons Pkwy South and
Rushmore Street and North Community
House Rd to West and East (*revised 9/1/11*)

CDOT has completed a review of the subject petition in order to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users. Based on our review of the petition, we offer the following comments:

Vehicle Trip Generation

To date, the Ballantyne Corporate Park has built approximately 3.77M square feet general office space and 580 hotel rooms generating approximately 34,000 daily trips. Un-built development entitlements include 1.805M square feet general office use and 20 hotel rooms which could generate an additional 14,820 daily trips. Adding built and un-built trips the Ballantyne Corporate Park's existing entitlements could generate a total of approximately 48,820 trips per day. The proposed rezoning request of 1.06M square feet general office, 200 hotel rooms and 600 multi-family residential units could generate approximately an additional 14,575 daily trips. The proposed additional 1M square feet of office and hotel/residential uses will have a significant impact on the surrounding thoroughfare system.

Therefore, both CDOT and NCDOT requested the petitioner submit a Traffic Impact Study (TIS) in order to evaluate the impact traffic will have on the existing and proposed thoroughfare system. CDOT received the TIS on June 16, 2011 which contains studies of 16 intersections. We understand NCDOT has forwarded the TIS to their Congestion Management Section in Raleigh to review, since the development impacts the Johnston Road/I-485 interchange as well as NCDOT's planned I-485 design/build project. The petitioner should contact NCDOT after the City's rezoning process to determine their traffic mitigation requirements. NCDOT may have additional or different requirements in addition to what is identified in the City's rezoning process.

We have the following transportation comments related to the petition and associated traffic study.

The report prepared by Kimley-Horn and Associates adequately evaluates the rezoning proposal for the condition in which all the proposed land uses are developed and all necessary transportation improvements are built. CDOT is basically satisfied with the four (4) major transportation projects identified. The revised site plan sheets RZ-4.1 thru RZ-4.5 depicts these four major improvements. CDOT has worked with the petitioner and revised the site plan's conditional notes to include acceptable development phases (levels) that are contingent upon substantially completing each of the four identified transportation projects.

Given that Community House Road is the only viable option for pedestrians and bicyclists to cross I-485, the bridge design will include bike lanes and wide sidewalks. The typical section for the Community House I-485 overpass was evaluated and specified in the revised site plan to accommodate four travel lanes, two 5' bike lanes, and two 8' sidewalks. The petitioner plans to acquire the necessary r/w to properly align the Endhaven Lane/Community House Road intersection. This intersection is also planned to be signalized by the petitioner, when Community House is extend south over I-485. Once Community House Road is completed there will be continuous sidewalks and bike lanes from Ballantyne Commons to Endhaven.

All other transportation projects required by the petitioner will be designed to accommodate both pedestrian and bikes. As an example where dual right turns lanes are needed, the design will include channelized pedestrian refuge islands and protected/prohibited traffic signal phasing. A conditional note has been added to enhance the pedestrian/bike elements within the Ballantyne Corporate Park, creating a Pedestrian/Mobility Network.

The petitioner traffic mitigation proposal also includes the installation of three new traffic signals within the Corporate Park.

The estimated implementation costs for the four transportation projects total over \$11M. The petitioner is working with Mecklenburg County and the City's Economic Development Department to create a synthetic TIF Agreement to finance these improvements.

If we can be of further assistance, please advise.

c: R. H. Grochoske
D. Rorie
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Louis Mitchell (NCDOT)
Rezoning File