Charlotte Department of Transportation
Memorandum

Date: July 6, 2011

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE
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

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
The traffic consultant performing the TIS is in the process of determining the existing Ballantyne development's land use square footages to help determine existing daily trip generation as currently zoned, and projected daily trips the site could generate associated with the proposed zoning.   The proposed additional 1 million 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. With the public hearing for this case scheduled for Monday, July 20th there is a short period of time for the petitioner and CDOT to agree upon the needed transportation improvements and implementation schedule (phasing).

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

FAST – FRIENDLY - FLEXIBLE

necessary transportation improvements are built. CDOT is basically satisfied with the improvements identified for this scenario; however the proposed conditional zoning notes include development phases that are not evaluated in the study. CDOT will need additional information to confirm that each of the proposed development phases will work. Alternatively the proposed development phases could be removed from the plan.

- The zoning notes include the possibility of exchanging hotel rooms for additional office space at a rate of 1,000 square feet per room. This could generate substantially more traffic and was not evaluated in the study. We recommend this be evaluated or removed from the plan.

- The traffic study involves analysis of the site developed out to its current entitlements. It's unclear how much of the existing entitlement has been developed already, and therefore, how much additional traffic could be expected with the remaining entitlement.

- The required improvements reference an exhibit that is not legible in black and white. It is also not precise in its description of the required improvements. We recommend the required improvements be described in detail in the notes.

- The typical section for the Community House bridge design should be specified. Given that Community House is the only viable option for pedestrians and bicyclists for crossing I-485, we recommend the design include bike lanes and wide sidewalks over the bridge.

- The Community House improvements should include the realignment of Endhaven. The existing intersection is not adequate for the significantly increased volume that will occur once the bridge is constructed. The project should also complete any sidewalk gaps adjacent to the golf course, if any exist.

- We recommend that the petitioner fund the installation of traffic signals and associated interconnect and monitoring equipment, once warranted, at:
    - Endhaven Lane and Community House Road
    - Endhaven Lane and Elm Lane
    - Community House Road between Ballantyne Commons Parkway and I-485 (location to be determined)

- The proposed improvements include a second eastbound left-turn lane on Ballantyne Commons Parkway at Community House Road. We recommend that a note be added identifying that a pedestrian refuge median for crossings of the western approach may be substituted for the left-turn lane if approved by CDOT.

- We have concerns about note number 5. While we understand that the intent of the note is to allow phases to occur out of sequence, which we could support, we interpret the note to mean that other combinations of development and transportation improvements are acceptable. We recommend the note be clarified.

- We have concerns about note 6. We understand that the intent is to allow for the issuance of CO's in cases where transportation projects are delayed. We interpret the note to mean that no improvements occur until all CO's in a given phase are issued. We recommend this note be removed.

- There are various sidewalk gaps adjacent to existing developed parcels. We recommend the petitioner give consideration to increasing the pedestrian connectivity by completing some of these gaps. These connections could include:

  o connections from Conlan Circle to the needed sidewalk on the west side of Johnston Road near Ballantyne Commons Parkway;
  o connections to the existing McAlpine Creek Greenway system on the west side of the development;
  o a continuous connection between Community House Road and Ballantyne Corporate Place (between the I-485 and the golf course)

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

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

2. Any proposed driveway connections will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) 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.

3. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

4. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

5. 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 City maintained street right-of-way by a private individual, group, business, or homeowners/business association. An encroachment agreement must be approved by CDOT prior to the construction/installation of the non-standard item(s).

Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

If we can be of further assistance, please advise.

c: R. H. Grochoske
      B. D. Horton
      Richard Odynski (NCDOT)
      Rezoning File