



Charlotte Department of Transportation

Memorandum

Date: January 30, 2012

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 12 - 010: Approximately 4.701 acres located on the south side of University City Boulevard between Mark Twain Road and Suther Road
(revised 1/20/2012)

CDOT has previously commented on the subject petition in our December 22, 2011 memoranda to you.

Vehicle Trip Generation

This site could generate approximately 500 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 4,760 trips per day. This will have a significant impact on the surrounding thoroughfare system.

As such, both CDOT and NCDOT have requested the petitioner conduct a Traffic Impact Study (TIS) for the proposed development, including three (3) different access management scenarios. CDOT received a revised TIS from the petitioner's traffic consultant on January 9, 2012 which is currently being reviewed by both CDOT and NCDOT. We anticipate both CDOT and NCDOT will have comments on the TIS that will affect the site's proposed access locations, and may impact the overall site layout. Specific transportation comments associated with the TIS will be included in subsequent memoranda.

We have the following comments regarding apparent conflicts between the proposed rezoning and existing ordinances or policies:

1. We understand curb and gutter will be required along the site's property frontage via either Chapter 19 of the city code, or the Subdivision Ordinance. The proposed curb line needs to match the existing curb line established along the petitioner's property frontage on 49. This can be accomplished by projecting the existing curb and gutter, north of the Broderick & NC49 intersection to the south, along the petitioner's NC 49 frontage that currently does not have curb and gutter. This future additional NC 49 outside through lane, will act as a right turn only lane into the site, in the interim condition. A curb extension on the northeast quadrant of NC 49 & Broderick needs to be implemented with this development to allow shorter pedestrian WALK/DW times crossing NC 49 (i.e. similar to the northeast quadrant of NC 49 at Suther Rd.).

In addition to the comments above, CDOT requests the following changes to the rezoning plan:

1. We request the petitioner specify if the proposed 25,000 sf of commercial uses will be open to the public or will be used exclusively for residents. As proposed, the 25,000 sf of commercial uses have not been accounted for in the Traffic Impact Study. The petitioner will need to have their traffic consultant update the TIS if the 25,000 sf of commercial uses are open to the public.
2. We request the petitioner remove transportation note 5a from the conditional plan. CDOT understands that NCDOT has not made a final determination about the utility pole placements and r/w reductions along the petitioner's property frontage. Additionally, the final access location(s) to NC 49 will be based on CDOT and NCDOT's evaluation of the TIS.
3. Phasing note 13 may need to be amended to include the appropriate transportation mitigation improvements identified in the TIS, after NCDOT and CDOT have completed the review of the revised traffic study.
4. In lieu of the proposed 6' sidewalk, we request the petitioner provide a 10' shared use path along the site's property frontage on NC49, since this major thoroughfare is designated as a "Boulevard" within the City of Charlotte. Boulevard Streets are designed with parallel 10' shared pathway for bike and pedestrian use. The proposed shared use path needs to be located a minimum of 20' from the future back of curb along the petitioner's property frontage on NC 49.
5. We request the petitioner install a curb extension along NC 49 on the eastern side of the petitioner's proposed access to NC49. The curb extension should be design similar in concept to the curb extension provided at NC 49 and Suther Road.

We anticipate that NCDOT will request the following, and recommend the Petitioner work directly with NCDOT regarding the anticipated request.

1. We anticipate that NCDOT will require a right – turn lane into the proposed site as a condition of their driveway approval (future outside NC 49 through/right lane). As such, we encourage the petitioner work directly with NCDOT during the rezoning process regarding the exact design and dimensions of the turn lane, and include this improvement in the revised site plan. Also the petitioner needs to continue working with NCDOT to determine if they are ok with the petitioner's request to reduce the r/w needs and relocating existing Duke Power poles along the site's NC 49 frontage.

If we can be of further assistance, please advise.

cc: D. Rorie
L. Mitchell (NCDOT)
S. Cole (NCDOT)