

Charlotte Department of Transportation

Memorandum

Date: March 23, 2006

To: Keith MacVean
Planning Commission

From: Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 06-060: Located north of the interchange of I-485 and Brookshire Boulevard (NC 16)

This site could generate approximately 15,000 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 19,400 trips per day. This will have a significant impact on the surrounding thoroughfare system.

Therefore, we request that the developer submit a Traffic Impact Study (TIS) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity. CDOT has reviewed a draft TIS and returned comments to the petitioner. Since access is proposed to an NCDOT-maintained roadway, they will require a TIS as part of their driveway permit approval process. They may have additional or different requirements for their approval than what is identified in this rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have. This amount of potential trip generation requires review of the traffic study by NCDOT's Congestion Management section in Raleigh. Because of the significant impacts and mitigation that may not be approved as recommended by the petitioner's traffic consultant, **CDOT recommends that this rezoning petition be deferred until NCDOT has reviewed the TIS, commented on the proposed access, and approved the proposed traffic mitigation package.**

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

1. I-485 is expected to open from I-85 to NC 16 late this year or early in 2007. Until the next section of I-485 is completed to Old Statesville Road (NC 115) in 2008, traffic on Mt. Holly-Huntersville Road will increase significantly. At other locations where I-485 has terminated, traffic volumes have increased by more than 10,000 vehicles per day. To minimize the additional impacts of this development, no certificates of occupancy should be issued until I-485 is complete to Old Statesville Road.
2. The extension of Callabridge Court into this site is not designed adequately to handle the proposed traffic volumes. To minimize the design/operational requirements of the main entrance, the residential phase of the proposed development may need to be contingent on the future public street connection to Mt. Holly-Huntersville Road opposite existing Overlook Mountain Drive. The extension of Callabridge Court needs to be modified as follows:

- a. Inbound Callabridge Court: The site plan shows dropping one of the two entering lanes at the first intersection (Street 5). Only a small portion of the entering vehicles have destinations in this area of the site and it is not reasonable to drop a lane at this location. Both entering lanes need to continue into the site at least to the second east-west street, Street 6.
- b. Outbound Callabridge Court: The recommended lengths of the dual-left turn lanes as given in the traffic study are significantly shorter than the predicted vehicle queues in the full build-out scenario. The storage lengths need to be increased to 375 feet (each lane) to match the predicted queue.
- c. Internal median openings/driveway locations: No median openings will be allowed on Callabridge Court within the outbound dual left-turn lane storage and bay taper described above. The location of the first median opening is also dependent on the provision of an inbound left-turn lane/taper. With consideration of the current site plan and the turn lane design requirements, Street 6 would be the likely location for the first median opening. Within this area, intersecting streets and driveways will be limited to right-in/right-out movements only, beginning 300 feet into the site in the vicinity of Street 5.

Comments 2(b) and 2(c) are in part based on the assumption that Overlook Mountain Drive is not connected to the residential component of the site, forcing most of the residential traffic to through the intersection of Callabridge/Mt. Holly-Huntersville to exit. If development of the residential portion of the site is conditioned on having direct access to Mt. Holly-Huntersville Road at Overlook Mountain Drive, the storage length for the dual left-turn lanes and the necessary length of median can be reconsidered.

3. The thoroughfare plan identifies a future need for a grade separation of the Mt. Holly-Huntersville Road/ Brookshire Boulevard intersection, with Mt. Holly-Huntersville Road bridging over Brookshire Boulevard. Access from Mt. Holly-Huntersville Road to/from Brookshire Boulevard is planned via a connection of Callabridge Court to Brookshire Boulevard requiring a break in the control-of-access. Additional right-of-way beyond the 60 feet proposed on Mt. Holly-Huntersville Road will be necessary to accommodate the necessary slopes for the bridge. Although this grade separation has not been designed and is not a currently funded NCDOT or CDOT project, City and MUMPO staff will develop a preliminary concept plan and work with the petitioner during the rezoning process to determine an amount of additional right-of-way needed to accommodate this future project..
4. Traffic mitigation proposed for the Rozzelle's Ferry Road/Mt. Holly-Huntersville Road/Bellhaven Boulevard intersection needs to be constructed with the Phase I improvements. The traffic study says that there will be a traffic impact at this intersection, but it will not be mitigated until Phase II.
5. Phase I of the development as proposed includes the construction of Access B (Public Street 1) to Mt. Holly-Huntersville Road, but does not include the construction of Public Street 1. Public Street 1 from Mt. Holly-Huntersville Road to the Public Street 2/Private Street 6 intersection and all of Private Street 6 must be constructed in phase I and a condition of any

certificate of occupancy. Bonding the construction of this public street will not be sufficient to satisfy this requirement.

6. The NCDOT requires entire existing pavement overlays for developer required widening/turn lane improvements. Notes on the plans incorrectly indicate that the developer will be reimbursed by CDOT or NCDOT for any overlays. The Development Standards need to be revised accordingly.
7. Notes on the plans indicate that the City will reimburse the developer up to a maximum of \$175,000 for pavement widening associated with each phase of development in accordance with CDOT's policy. For clarification, CDOT's policy is to reimburse up to this maximum amount for improvements that are constructed by the developer that would normally be the public's responsibility and not required of the developer. Further, the reimbursement is a maximum amount for the entire development project and not for improvements associated with each phase.
8. Note 6(g) needs to be further clarified/revised. The portion of the note that pertaining to right-of-way that is not owned/dedicated to the public by the developer and must be acquired by CDOT or NCDOT stipulates acquisition within a 3-year time period from the date of zoning approval. If CDOT or NCDOT do not require the right-of-way in this time period, the note indicates that the improvement will not be required. This note is not acceptable for a number of reasons and must be eliminated. All required transportation improvements must be constructed with each appropriate phase, whether required by CDOT or the NCDOT.
9. Public Street 2 needs to be constructed and inspected prior to receiving C.O.'s for either 200,000 square feet of combined office and retail development, or 135,000 square feet of retail development, or any residential development, whichever occurs first. (The square footage allocated to the self-storage would not count toward these thresholds.) Bonding the construction of this public street will not be sufficient to satisfy this requirement.
10. Transportation note 6(g) needs to be revised to exclude the improvements at the Callabridge/Mt. Holly-Huntersville intersection. These improvements must be constructed and inspected prior to receiving any C.O.'s. Bonding these improvements will not be sufficient to satisfy this requirement.
11. The \$40,000 cap toward contribution toward the cost of a traffic signal as listed in transportation note 6(d)(iii) needs to be eliminated. The need for the traffic signal when warranted will almost be solely attributable to the proposed development. Additionally, this signal will need to be interconnected with the traffic signal at Callabridge Court/main entrance. The developer is responsible for all costs associated with the installation of the traffic signal and interconnect.
12. The site plan needs to be revised to illustrate the installation of a complete sidewalk network within the parking areas that provides internal pedestrian circulation to the front entrance of

all residential entrances, as well as pedestrian access to the primary entrance of all commercial and office sites. Directional wheelchair ramps need to be provided at all intersections of public or private streets.

13. The additional right-of-way (60 feet from centerline) for Mt. Holly-Huntersville Road needs to be measured from the eastern side of Callabridge Court, not Brookshire Boulevard. As stated earlier, Callabridge Court will extend and connect with Brookshire Boulevard in the future that likely will need additional intersection improvements at Mt. Holly-Huntersville Road.
14. When the Mt. Holly-Huntersville/Brookshire grade separation is constructed, the NCDOT may require that the limits of controlled access for NC 16 be extended to encompass all slopes related to the bridge and beyond. The petitioner should dedicate the controlled access (C/A) across the Mt. Holly-Huntersville Road frontage, leaving breaks in the C/A at each driveway. This will ensure that no additional driveways, beyond those two shown on this site plan, will be constructed to Mt. Holly-Huntersville Road in the future if the CD plan is ever amended or changed.
15. Additional comments will follow CDOT's and NCDOT's further review of the TIS. The proposed transportation improvements will need to be updated to reflect CDOT's and NCDOT's final review and acceptance of the TIS.

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. Street 6 should be a public street.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

Brookshire Boulevard is a controlled-access thoroughfare requiring a minimum of 200 feet of right-of-way. Mt. Holly-Huntersville Road is a major thoroughfare requiring more than the minimum 100 feet of right of way because of the future grade separation and the intersection of Callabridge Court. The developer/petitioner should convey right-of-way in fee simple title to meet these requirements, measuring 100 feet and 60-or-more feet (as described above) from the centerlines of the respective roadway.

Adequate sight triangles must be reserved at the proposed street entrances. Two 35' x 35' and two 10' x 70' sight triangles are required for the entrances 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.

The proposed driveway connections to Mt. Holly-Huntersville Road will require driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway locations and widths of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways shown on the site plan are subject to change in order to align with street(s)/driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

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

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

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 publicly maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by NCDOT prior to the construction/installation of the non-standard item(s). Contact NCDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

To facilitate building permit/driveway permit review and approval, the site plan must be revised to include the following:

- Dimension width of the existing and proposed driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.

If we can be of further assistance, please advise.

SLP

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