


Charlotte Department of Transportation

Memorandum

Date: April 3, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam 
Development Services Division

Subject: Rezoning Petition 07-064: Located on the southwest corner of
Brookshire Boulevard and Mt. Holly-
Huntersville Road

This site could generate approximately 13,000 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 13,000 trips per day. As currently developed the site generates approximately 3,600 trips per day. Although this petition does not propose to increase development rights, access to the site at buildout was not designed to operate under current access or traffic conditions. Provided that the improvements described below are constructed, we believe that its impact can be minimized.

Since access is proposed to an NCDOT-maintained roadway, they may require TIS as part of their driveway permit approval process. A new driveway permit is necessary due to increasing the intensity of use of the driveways. 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.

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

1. This site was originally rezoned in 1989 by the Mecklenburg County Board of Commissioners (88-61(c)). Conditional notes indicate the dedication of additional right-of-way on Mt. Holly-Huntersville Road should it be designated a major thoroughfare in the Northwest District plan. Mt. Holly-Huntersville Road is a major thoroughfare and it is our understanding that this right-of-way has not yet been dedicated. We request that this right-of-way be dedicated prior to the issuance of building permit for new construction on the site in accordance with the prior commitment as listed below.
 - a. 50 feet from centerline along property frontage
 - b. 70 feet from centerline for a distance of 500 feet from the Brookshire Boulevard right-of-way
2. It appears from the original conditional/master plan that access to the shopping center was to have been via a new collector street (Couloak Drive) with connections to Brookshire

Boulevard and Mt. Holly-Huntersville Road, as well as a driveway to Mt. Holly-Huntersville Road. The evaluation of any transportation impacts and committed transportation/access improvements at the time were based on this access condition. However, the NCDOT did not approve the access to Brookshire Boulevard (NC 16) due to the planned construction of the I-485 interchange in this location. For this reason we expect that the existing access may not have been designed to operate at build-out under either then existing or in today's traffic conditions.

3. The remaining build-out development of the Mountain Island Marketplace will result in an intensification of use of the existing driveway just west of Brookshire Boulevard and require a new NCDOT and CDOT driveway permit. In discussions with the petitioner over the last 5+ years we and the NCDOT have indicated that access will need to be modified with additional development of the shopping center. The existing full access driveway just west of Brookshire Boulevard is too close to the intersection and will need to be restricted to right-in/right-out movements only. Any new building permit at the shopping center which intensifies the use of the existing access will require a new driveway permit. Driveway permit approval will require the construction of a median from Brookshire Boulevard to Couloak Drive to physically prohibit left-turns into and out of the driveway. This needs to be noted on the site plan.
4. CDOT has determined that it will be necessary to increase the length of the existing southbound left-turn lane and add a second left-turn lane on Mt. Holly-Huntersville Road at Couloak Drive to access the shopping center under build-out conditions and/or the median prohibiting left-turns at the site driveway just west of Brookshire Boulevard is constructed as described above. Dual left-turn lanes need to be designed with a minimum 200 feet of storage (each) with a 15:1 bay taper and design speed:1 for through lane tapers. The petitioner/developer will be responsible for all costs associated with the construction of this improvement as a condition of the driveway permit process. Additionally, when build-out conditions warrant the need for a traffic signal (utilization of the constructed 2nd left-turn), the petitioner/developer is responsible for costs associated with the installation of traffic signals. This needs to be noted on the site plan.
5. A site visit has indicated that the northbound 125-foot right turn lane on Mount Holly – Huntersville Road at Couloak Drive may not have been constructed in conformance with approved subdivision plans. A commitment to complete this required improvement in accordance with previously approved plans needs to be noted on the site plan and constructed as part of improvements described above.
6. We request that curb and gutter be constructed along the shopping center's frontage along Mt. Holly-Huntersville Road.

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. The site plan does not reflect consistency with TAP goals to provide convenient and efficient transportation facilities. These transportation facilities include pedestrian facilities, bicycle facilities that are well connected and designed in a way to make it easier, safer, and more enjoyable for people to walk. The building pads marked as Retail 5 – 8 are over 250 feet from other existing or proposed office, retail or mixed uses. Although sidewalks are provided, these pads are separated from the main retail center by expansive parking lots. Relocating retail sites 5 – 8 along the planned internal street would help achieve this goal to shorten the walking distance from other uses within the site.
2. We request that the site plan be revised to provide an internal system of sidewalks that connects each business entrance to the sidewalks along the streets both public and private streets.

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

Mount Holly – Huntersville Road is a major thoroughfare requiring more than the minimum 100 feet of right of way because of its intersection with Brookshire Freeway, a Class II thoroughfare. The developer/petitioner needs to convey the right-of-way described above in fee simple title as previously committed in rezoning petition 88-61 (c).

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.

The driveway connection(s) to Mount Holly – Huntersville Road will require new driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation for review and approval.

All proposed driveways to Couloak Drive 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 City maintained street right-of-way by a private individual, group, business, or homeowner's/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.

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

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II 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

c: R. H. Grochoske
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Rezoning File (2)