




Charlotte Department of Transportation

Memorandum

Date: June 6, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam 
Development Services Division

Subject: Rezoning Petition 07-061: Located on the west side of Back Creek Church Road, between Wakerobin Lane and Rosemallow Road (converted to CD plan 5/14/07)

Consistency with Transportation Action Plan (TAP): The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

- Goal 1 of the TAP relies on the Centers, Corridors and Wedges land use strategy to be implemented. This project site is located in a Wedge and does not appear to support the Centers, Corridors and Wedges land use strategy.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are identified below that need to be addressed for CDOT's support of the petition and to bring the site plan into compliance with the TAP and best practices for multimodal transportation.

Vehicle Trip Generation

We previously commented on this petition in our March 30, 2007, memorandum to you. This site could generate approximately 750 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,400 trips per day. This will have a minor impact on the surrounding thoroughfare system.

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

1. CDOT does not support the proposed change in the alignment of Back Creek Church Road. Rosemallow Road serves several hundred homes and needs left-turn access. The Eastern Circumferential Roadway (ECR) is planned to be a 4-lane, median-divided roadway with a full-movement median break at Back Creek Church Road. The MUMPO adopted alignment for the ECR and realignment of Back Creek Church Road only allows for the potential for a directional cross-over (left-over) access to serve Rosemallow Road. Because the NCDOT's median opening spacing requirements could not be met, relocating Back Creek Church Road

as proposed will preclude allowing full movement access into Rosemallow Road as well as a directional cross-over.

2. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte. CDOT has determined that a left-turn lane is necessary to serve the traffic using the proposed public street connection for this site. The engineering design and construction of the left-turn lane is the responsibility of the owner, and shall be performed by a professional engineer registered in the State of North Carolina who has roadway-design experience. CDOT will only approve the proposed public street connection(s) provided that a left-turn lane is constructed on Back Creek Church Road. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the public street connection(s). This roadway improvement is required to meet the traffic demands of the proposed development. The left-turn lane should be designed with a minimum 150 feet of storage and be located a minimum of 600 feet from the proposed ECR/Back Creek Church Road intersection. (*Previous review comment*)
3. Show the existing (or under construction) stub street connecting to this property near the hill in the western part of the site. Verify that the "approximate location of stub street" aligns with what has been built or proposed in the adjacent subdivision Creekside at Wyndham Place.
4. The Eastern Circumferential is a major thoroughfare, and Back Creek Church Road is a minor thoroughfare requiring a minimum of 100 and 70 feet of right-of-way, respectively. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 50 and 35 feet from the centerlines of the respective roadways. The Back Creek Church Road right-of-way needs to be dedicated along the proposed alignment of Back Creek Church Road. (*Previous review comment*)

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. Consistency with the TAP and best practices:
 - a. 5-foot sidewalks and 8-foot planting strips on all public and private streets where the width from back-of-curb to back-of-curb is less than 27 feet.
 - b. 6-foot sidewalks and 8-foot planting strips on all public and private streets where the area from back-of-curb to back-of-curb is greater than 27 feet.
 - c. Directional wheelchair ramps (two per corner) at all intersections of public and private streets.

Keith MacVean

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If we can be of further assistance, please advise.

SLP

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Rezoning File (2)