

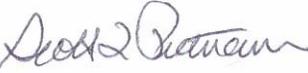


Charlotte Department of Transportation

Memorandum

Date: March 30, 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

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.

This petition is located outside the adopted Centers and Corridors planning area and is incompatible with the City's adopted Transportation Action Plan (TAP). This Policy states that the City will encourage that 40% of new households and 70% of new multi-family units to be located within the centers and corridors. This site is compatible with the future land use (residential – 8 DUA) reflected in the Rocky River Road Area Plan.

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

1. This petition needs to be converted to a conditional petition. The future Eastern Circumferential and realignment of Back Creek Church Road incidental to construction of the Eastern Circumferential, will split this site into thirds. The future rights-of-way must be protected. The future alignments of these two roads must appear on the site plan. Please contact Stuart Basham with MUMPO at 704-336-4695 for more information concerning the alignments of these thoroughfares.
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(s) 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, but otherwise designed to NCDOT standards.

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 TAP also requires sidewalks/planting strips, crosswalks, pedestrian signals, lighting and other facilities to make it easier, safer and more enjoyable for people to walk. The following recommended improvements are best practices and are also included in the proposed *Urban Street Design Guidelines*:
 - 5' sidewalks and 8' planting strips on all public and private streets where the area from BOC to BOC is less than 27';
 - 6' sidewalks and 8' planting strips on all public and private streets where the area from BOC to BOC is greater than 27';
 - Directional wheelchair ramps (two per corner) at all intersections of public and private streets.

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

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.

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 proposed driveway connection(s) to Back Creek Church Road will require driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location(s) will be determined by CDOT during the subdivision process. The locations of the driveway(s) 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.

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

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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 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.

If we can be of further assistance, please advise.

SLP

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