



Charlotte Department of Transportation

Memorandum

Date: January 5, 2006

To: Keith MacVean
Planning Commission

From: Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 06-013: Located on the west side of US 521, south of
Copper Mountain Boulevard
(Revised 12/29/05)

We previously commented on this petition in our November 23, 2005 memorandum to you. This site could generate approximately 680 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,000 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. In order to provide acceptable vehicular connectivity a street connection must be provided to the existing Bridgemount Avenue public street stub. The connection to Bridgemount Avenue will help to better disperse traffic and mitigate the impacts of increasing the intensity of the site. This site is bordered by the Bridgehampton neighborhood to the west and a Limited Access Arterial (US 521) to the east. All access is currently proposed to be via two connections to US 521: one direct connection and one connection via Copper Mountain Boulevard (a local street off of US 521). A connection to Bridgemount Avenue provides neighborhood access between Bridgehampton (400+ homes) and the proposed site (190 homes) without vehicles having to travel on US 521. A connection to Bridgemount Avenue also provides access to Ardrey Kell Road (a major thoroughfare) via a signalized intersection with US 521. (*previous 11/23/05 review comment*)
2. The proposed site should be designed with a public street system. At a minimum, a public street system should connect between Bridgemount Avenue, US 521, and Copper Mountain Boulevard. (*previous 11/23/05 review comment*)
3. CDOT has determined that the existing left-turn lane on US 521 at the proposed street location is inadequate in length to serve the proposed site traffic. Therefore, CDOT will only approve the proposed street connection to US 521 provided that the petitioner/developer lengthen the left-turn lane on US 521 to provide a minimum of 150 feet of storage and a 15:1 bay taper. We recommend the rezoning plan reflect the design of this required left-turn lane. This roadway improvement is required to meet the traffic demands of the proposed development.

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4. The proposed cross-section for the US 521 frontage must be updated to locate the proposed sidewalk outside of the US 521 right-of-way. NCDOT will not allow sidewalk within the US 521 right-of-way.

If we can be of further assistance, please advise.

SLP

c: W.B. Finger
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Rezoning File (2)