



Charlotte Department of Transportation

Memorandum

Date: November 23, 2005

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

This site could generate approximately 680 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,100 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.
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.
3. In order to further enhance connectivity the petitioner/developer should contact the developer of the adjacent Bridgehampton Townhome site (John Wieland Homes) to discuss the possibility of a vehicular and/or pedestrian connection between the two sites. The Bridgehampton Townhome site is designed with a private street stubbing to the buffer along the northern property line. Because the Bridgehampton Townhomes site is currently under construction it appears that a vehicular and/or pedestrian connection between the two sites would be possible.

4. 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 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. 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. 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.
5. The site plan does not currently describe in detail the proposed innovative features. The site plan should be updated to specify the attributes that differentiate this development as “innovative”, including:
 - All street dimensions, and associated sidewalks and planting strips.
 - Description of any traffic calming designs to be incorporated.
 - Pedestrian access to open spaces
 - Location, dimensions and buffers to off-street parking
 - Location of walls and fences, and compliance with CPTED principles to enhance pedestrian safety.

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 should be updated to reflect installation of a complete sidewalk network that provides internal pedestrian circulation as well as pedestrian access from primary entrances to and from Copper Mountain Boulevard, Bridgemount Avenue, and US 521.

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

US 521 is a Limited Access Arterial requiring a minimum of 200 feet of right-of-way. It appears that sufficient right-of-way exists to meet this requirement.

Adequate sight triangles must be reserved at the proposed street connections. Two 35’ x 35’ and two 10’ x 70’ sight triangles are required for the street connections to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the street connections. Such items should be identified on the site plan.

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

The proposed street connection to US 521 will require driveway/access permit applications to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact street connection location and type/width of the connection will be determined by CDOT and NCDOT during the driveway permit process.

The proposed street connection to Copper Mountain Boulevard will require driveway permits to be submitted to CDOT for review and approval. The exact street connection location and type/width of the connection will be determined by CDOT during the driveway permit process.

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

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)