



Charlotte Department of Transportation

Memorandum

Date: March 28, 2008

To: Tammie Keplinger & Tom Drake
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-078: Located on the north side of East Mallard
Creek Church Road between Stone Quarry
Road and Bonnie Cone Lane

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 Corridor and appears 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

With the array of uses allowed in the Institutional District zoning category, a wide range of trip generation is possible for the existing zoning scenarios. Given the size of the site, the size of the proposed development, CDOT feels that there should only be minor impacts to the transportation system resulting from this rezoning.

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

1. 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 existing public street 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 private driveway connection(s) provided that a left-turn lane is constructed on Bonnie Cone Lane

turning onto Mallard Creek Church Road. To eliminate the potential for left-turn conflicts, a left-turn lane must also be constructed on Mary Alexander Road that directly aligns with the one on Bonnie Cone Lane. We recommend the rezoning plan reflect the design of these required left-turn lanes prior to submittal/approval of the private driveway connection(s). These roadway improvements are required to meet the traffic demands of the proposed development. The left-turn lanes should be designed with a minimum 150 feet of storage and to NCDOT left-turn lane design standards.

2. As shown on the site plan, the driveway access location on Bonnie Cone Lane requires that additional right-of-way be acquired and dedicated to the City of Charlotte. Alternately, the driveway location can be modified so that the acquisition of additional right-of-way is not necessary.
3. The addition of this many residential units primarily marketed to students and within reasonable cycling distance of UNC-Charlotte's main campus warrants the addition of bicycle lanes, especially since Bonnie Cone Lane aligns with Mary Alexander Road via a signal. According to the adopted Urban Street Design Guidelines (USDG) Mary Alexander Road is classified as an Avenue. With this proposed development, Bonnie Cone Road will also be classified as an extension of that same Avenue. Avenues should include 5' directional bicycle lanes. With the widening of Bonnie Cone Lane to provide the required left-turn lane, it is requested that the improvements also include bicycle lanes.
4. An 8-foot planting strip and 6-foot sidewalk needs to be provided along the public right-of-way for Bonnie Cone Lane, as measured from the new curb line.
5. Driveway access to Stone Quarry Road is shown on the site plan. This section of Stone Quarry Road is a private street. Either additional right-of-way is acquired and dedicated to the City of Charlotte to accommodate the driveway, an easement is obtained from the adjacent property owner, or the access needs to be removed from the site plan. If it is decided to acquire/dedicate the additional right-of-way for Stone Quarry Road, it needs to be extended just beyond the access point to create a T-intersection similar to that requested for Bonnie Cone Lane and the existing gates/barricades moved to that location.
6. An access easement needs to provide ingress/egress for the maintenance of the existing communication tower and be shown on the plans.

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

Mallard Creek Church Road is a major thoroughfare requiring a minimum of 100 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 50 feet from the centerline of the roadway.

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 to Bonnie Cone Lane will require a driveway permit(s) to be submitted to CDOT for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan 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.

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.

To facilitate building permit/driveway permit review and approval, the site plan must be revised to 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

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