




Charlotte Department of Transportation

Memorandum

Date: May 30, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-092: Located on the north side of Monroe Road
between Bramlet Road and Colonade Drive
(revised 5/19/08)

We previously commented on this petition in our May 1, 2008 memorandum to you.

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

This site could generate approximately 1,800 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 7,000 trips per day. This will have a significant impact on the surrounding thoroughfare system.

Therefore, we request that the developer submit a Traffic Impact Study (TIS) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity.

The preparer of the TIS must contact Susan Habina (704-432-1563) of the Charlotte Department of Transportation (CDOT) prior to beginning the TIS to determine the study requirements. Since access is proposed to an NCDOT-maintained roadway, they may also require a TIS as part of their driveway permit approval process. They may have additional or different requirements for their approval than what is identified in this rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.

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

1. A better network of public streets is needed in this area. The site plan needs to be revised to convert the following private streets to public streets. *(Previous comment)*
 - a. The proposed north-south street opposite Pulman Avenue needs to be a public street from Monroe Road and extended to stub at the northern property line.
 - b. The proposed east-west street needs to be a public street from Bramlet Road to Colonnade Drive. In addition to creating a desirable public street block spacing, this public street would eliminate the need for a 90-degree turned right-of-way for Colonnade Drive and a turnaround at the end of Bramlet Road.
2. All public streets within the development (with the exception of Monroe Road) need to be designed/constructed as Local Residential – Wide streets with a cross-section of 35 feet width (back-of-curbs), 8-foot planting strips, and 8-foot sidewalks in accordance with the adopted Urban Street Design Guidelines. The street can accommodate on-street parking and has a right-of-way width of 67 feet. *(Previous comment)*
3. The developer needs to dedicate additional right-of-way along the site's frontage on Bramlet Road to meet the requirements of the Local Residential – Wide street, measuring 33.5 feet from the centerline of the roadway. Additionally, the right-of-way dedication needs to extend to the northern property line. *(Previous comment)*
4. The revised site plan needs to more clearly indicate existing sidewalks, accessible ramps, and road rights-of-way on both sides of existing streets, and roadway centerlines. *(Previous comment)*
5. Additional comments will follow our review of the TIS. *(Previous 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. It appears that the neighborhood center associated with the proposed land use could serve not only the project's proposed 495 units but also the Chantilly neighborhood to the north. Therefore, we request that the necessary right-of-way be dedicated by the petitioner through the development to stub to the northerly property line with the intent to connect this site to the Chantilly neighborhood via Laburnum Avenue. This request maintains neighborhood connectivity to Laburnum Avenue via a new bridge, in the event Bramlet Road can no longer lead to a through connection due to FEMA-funded redevelopment of the adjacent Cavalier Apartments site. Such connectivity will provide future residents of this development more route choices, as well as provide access to the proposed retail from adjoining areas.

Tammie Keplinger & Tom Drake

May 30, 2008

Page 3 of 3

2. The site plan needs to show internal 5-foot minimum sidewalk connections from all public streets to building entrances. (*Previous comment*)

We support the following comments from Mecklenburg County Parks and Recreation:

1. Petitioner needs to provide 8-foot sidewalks along Bramlet Road for an overland connector along this site. (*Previous comment*)

If we can be of further assistance, please advise.

SLP

- c: R. H. Grochoske (via email)
S. L. Habina – Review Engineering (via email)
B. D. Horton (via email)
M. M. Magnasco (via email)
D. Caanan (via email)
A. Christenbury (via email)
E. D. McDonald (via email)
Tim Trautman/ Mecklenburg County Stormwater Services
Joe Mangum/Mecklenburg County Park& Recreation
Doral II Limited Partnership DBA Quinter, Inc (via email)
Robinson, Bradshaw & Hinson, P.A./Richard Vinroot (via email)
Louis Mitchell/ NCDOT
Scott Cole/ NCDOT
Rezoning File