




Charlotte Department of Transportation

Memorandum

Date: May 1, 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

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.
 - 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.
3. The proposed driveway between Bramlet Road and the main entrance to the site will not be approved and needs to be eliminated from the site plan.
4. 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.
5. The developer is strongly encouraged to work with the existing grade of Monroe Road, so as to minimize disruption to this highly traveled major thoroughfare.
6. The proposed traffic circle closest to Monroe Road conflicts with the proximity of on-street parking and will not be approved. The developer should consider other aesthetic and traffic-calming features, such as curb extensions for internal sidewalks forming a mid-block intersection within the proposed mirrored courtyards.
7. In the event that turn lanes are required on Monroe Road, the improvements need to also include 5-foot bicycles lanes. The required 8-foot planting strip and 8-foot sidewalk need to be measured from any new curb location.
8. Due to the size of the development and the expected traffic volumes, each street entrance to the site (including public streets) from Monroe Road needs to accommodate at least 100 feet of internal channelization. Access to the parking areas adjacent/parallel to Monroe Road will not be approved within 100 feet of Monroe Road. The site plan needs to be revised accordingly.

9. 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.

10. Additional comments will follow our review of the TIS.

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 acquired by the petitioner 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.
2. The site plan needs to show internal 5-foot minimum sidewalk connections from all public streets to building entrances.

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.

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

Monroe Road is a major thoroughfare inside Route 4 requiring a minimum of 80 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 40 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(s) to Monroe Road will require driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation 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.

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

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:

- Meet applicable Charlotte Land Development Standards (latest revision).
- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II-Modified driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Directional wheelchair ramps (two per corner) should be provided at all intersections of public and private streets.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske (via email)
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Rezoning File