



Charlotte Department of Transportation

Memorandum

Date: May 25, 2010

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

From: Michael A. Davis, PE *Mike Davis*
Development Services Division

Subject: Rezoning Petition 10-042: Located off Monroe Road near Shade Valley Road, Carteret Street and Chippendale Road

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 implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Corridor. Such areas should include a dense and interconnected network of thoroughfares and local streets. Specific comments are provided below to link proposed changes in land use with improved transportation network.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are provided below to bring the petition into compliance with best practices for multimodal transportation.

Vehicle Trip Generation

With the array of uses allowed in I-2 and TOD zoning categories, a wide range of trip generation is possible for either the existing or proposed zoning scenarios. Based on surrounding land uses CDOT used a Light Industrial use to calculate the number of potential trips along with the residential use. This site could generate approximately 1,000 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 8,700 trips per day. This will have a significant impact on the surrounding thoroughfare system.

Therefore, we have requested 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 James Shapard (704-432-5728) of the Charlotte Department of Transportation (CDOT) prior to beginning the TIS to determine the study requirements. NCDOT has also requested a TIS as part of their driveway permit approval process and have agreed with CDOT on the requirements of the TIS.

We have the following comments regarding apparent conflicts between the proposed rezoning and existing ordinances or policies:

In addition to the comments above, CDOT requests the following changes to the rezoning plan:

1. In order to achieve good block spacing for mixed-use commercial/residential development (600 feet maximum) we recommend Shade Valley Road be adjusted to adhere to the maximum block length by reconfiguring Private Street "C" or by adding an additional street through Parcel "E".
2. In order to match the street design to the proposed adjacent land uses, we recommend the use of USDG "office/commercial wide streets" for Private Streets "A" and "C". We request the petitioner update the cross sections shown in the rezoning to match the office commercial wide cross section. Six foot tree zones are allowed when active storefronts line a street and tree wells are provided.
3. We recommend Private Street "B" be an "office/commercial wide street from the connection to Private Street "C" to the break between the development of Parcel C and Parcel D. The remainder of Private Street B would be a residential wide cross section as shown in the rezoning plan. A bump out could be used to help transition between the two cross sections of Private Street "B".
4. Monroe Road is a major thoroughfare requiring a minimum 100 feet of right-of-way measured 50 feet from the centerline of the existing right-of-way. The TIS may require road improvements that would require additional right-of-way be dedicated to the City beyond the 50 feet from the centerline. We request that the petitioner convey right-of-way in fee simple title to meet this requirement.

It is anticipated that the petitioner may receive the following comments from NCDOT during the TIS and driveway review process:

1. At each connection to Monroe Road, including Chippendale Road and Shade Valley Drive, a left-turn lane may be required.

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. Adequate sight triangles must be reserved at the existing/proposed street entrances. Two 35' x 35' and two 10' x 70' sight triangles are required for the entrances to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances. Such items should be identified on the site plan.
2. The proposed driveway connections to Monroe Road, Chippendale Road and Shasta Drive and will require a driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways shown on the site plan are subject to change in order

to align with driveways on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

3. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
4. 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.

If we can be of further assistance, please advise.

- c: R. H. Grochoske (via email)
J. Shapard – Review Engineer (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E. D. McDonald (via email)
T. Votaw (via email)
Rezoning File