



Charlotte Department of Transportation

Memorandum

Date: May 4, 2011

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE *Rich H. Grubbs for*
Development Services Division

Subject: Rezoning Petition 11-017: Approximately 20 acres located on the east side of Monroe Road between Idlewild Road and Conference Drive (*revised 4/15/2011*)

We previously commented on this petition in our January 26, and March 1, 2011 memorandums.

Vehicle Trip Generation

This site could generate approximately 2,160 trips per day as currently zoned. The proposed rezoning proposal could generate approximately 12,480 daily trips. After accounting for existing trips associated with the existing apartment complex and internal capture/pass-by trips deductions the proposed site will generate approximately 8,350 new external trips. This will have a sufficient impact to the surrounding thoroughfare network and therefore a traffic impact study (TIS) has been requested for this petition. Since access is proposed to an NCDOT-maintained roadway, we understand NCDOT has also required a TIS as part of their driveway permit approval process. They may have additional or different requirements for their approval than what is identified during the rezoning process. We recommend the petitioner meet with NCDOT early in the development process to identify any requirements that they may have.

CDOT recently received revised TIS, dated April 2011 and is currently reviewing this document. CDOT's TIS comments will be transmitted under a separate cover. Additional transportation comments and any required transportation improvements will follow our review of the revised TIS.

We have the following comments regarding related ordinance requirements:

1. It appears this proposal will be regulated under the Subdivision Ordinance as amended December 20, 2010 as a multiple building site. It appears that the current configuration of streets could meet the street network requirements of the ordinance with only minor modifications. The designs for these streets (public or private) must either meet the applicable standard designs provided in the Charlotte Land Development Standards Manual or provide a suitable alternative as allowed by the Engineering & Property Management Department.

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

1. Conference Drive and Idlewild Road are both included in the Independence Boulevard project (U209B). We request that the petitioner convey right-of-way in fee simple title for each of these streets.
2. It appears after reviewing the revised site plan and information in the April 2011 TIS that the petitioner is recommending Monroe Road be widened and converted to a five-lane typical section with dedicated left-turn lanes at selected locations and raised concrete medians. CDOT desires Monroe Road to be designed as a "complete street" to accommodate all transportation users (i.e. multimodal). Independence Blvd. (US 74) parallels Monroe Road in this corridor and is primarily designed to serve high-speed vehicle/transit/large truck users. Monroe Road needs to be designed as an "avenue street" as defined in CDOT's Urban Street Design Guidelines. Therefore Monroe Road in this corridor should be designed with lower target speeds to better service pedestrians, bicyclists, and vehicles with street trees. CDOT requests Monroe Road be designed with strategically spaced raised medians to restrict vehicles access where necessary, provide pedestrian refuge areas, and prohibit a continuous two-way left turn lane.

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 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.
2. The proposed driveway connection(s) to Monroe Road, Conference Drive, and Idlewild Road will require a 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.
3. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
4. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
5. 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

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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)
Richard Odynski, NCDOT (via email)
Scott Cole, NCDOT (via email)