



Charlotte Department of Transportation

Memorandum

Date: January 26, 2011

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE *Mike Davis*
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

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 Transit Station Area of Corridor. Such areas should include a dense and interconnected street network. Specific comments are provided below to better 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

This site could generate approximately 1870 trips per day as currently zoned. The square footage for the proposed conditional plan is requested to determine the trip generation and the impact on the surrounding thoroughfare system. CDOT needs information relative to the amount of retail and commercial uses proposed for the subject site.

In a meeting held prior to the submittal of the rezoning CDOT determined the developer must 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. 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 during the rezoning process. We recommend the petitioner meet with NCDOT early in the development process to identify any requirements that they may have.

Additional comments and any required transportation improvements will follow our review of the 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.

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 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.

Tammie Keplinger
January 26, 2011
Page 3 of 3

If we can be of further assistance, please advise.

c: R. H. Grochoske (via email)
J. A. Carroll – Review Engineer (via email)
B. D. Horton (via email)
A. Christenbury (via email)
Rezoning File