



Charlotte Department of Transportation

Memorandum

Date: June 11, 2009

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

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

Subject: Rezoning Petition 09-046: Located along Monroe Road near Sardis Road
North (*Revised June 5, 2009*)

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 street network. 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

This site could generate approximately 400 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 2,900 trips per day. This will have a minor impact on the surrounding thoroughfare system.

CDOT requests the following changes to the rezoning plan:

1. The proposed planting strip width and sidewalk width need to be dimensioned on the plan and/or described in the notes on the Development Standards sheet.
2. Type II driveways have sidewalk continuing through the driveway. The sidewalk on the site plan appears to stop at the edge of the pavement. The site plan needs to clearly depict the sidewalk continuing through the driveways per CLDS detail 10.25E.

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 10' x 10' pedestrian sight triangles are required to be preserved on Type II driveways measured from the back of sidewalk to the face of curb. NCDOT will require 10' X 70' sight triangles

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to be preserved 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 and will require a driveway permit to be submitted to CDOT and the North Carolina Department of Transportation (NCDOT) 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.

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