




Charlotte Department of Transportation

Memorandum

Date: June 28, 2010

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

From: Michael A. Davis, PE 
Development Services Division

Subject: Rezoning Petition 10-042: Located off Monroe Road near Shade Valley Road, Carteret Street and Chippendale Road
(*Revised June 18, 2010*)

CDOT previously provided comments to you in our May, 25, 2010 memorandum to you.

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 7,500 trips per day. This will have a significant impact on the surrounding thoroughfare system.

After discussing this matter with NCDOT both agencies have requested that the developer submit a Traffic Transportation Technical Memorandum (TTM) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity and the need for additional southbound left-turn lanes on Monroe Road associated with this project. CDOT received the *Oakhurst Transportation Technical Memorandum's* first draft on Monday, June 28, 2010 and is currently reviewing this document. Please closely coordinate with both NCDOT and CDOT relative to our TTM review comments, since this project is being fast-tracked in the City's rezoning process.

CDOT requests the following changes to the rezoning plan:

1. Note 6.4 refers to building the sidewalk along the internal streets in phases. CDOT request that the developer include the planned phases of construction for the proposed sidewalk.

It is anticipated that the petitioner may receive the following comments from NCDOT/CDOT 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.
2. The petitioner will be responsible for any traffic signal modifications necessary associated with the Chippendale Road realignment at Monroe Road.
3. Additional CDOT comments will be forthcoming after our review of the TTM associated with this petition.

The following items are requirements of the developer that must be satisfied prior to driveway permit approval based on the developer agreeing to design the streets per USDG principles.

1. Street sections may be required to have on street parking and will be required to have sidewalk on both sides of the streets.

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)
Scott Cole, NCDOT (via email)
Louis Mitchell, NCDOT (via email)
Richard Odynski, NCDOT (via email)
Rezoning File