



Charlotte Department of Transportation

Memorandum

Date: August 25, 2010

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

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

Subject: Rezoning Petition 10-063: Located along the north side of Monroe Road
between Ashmore Drive and Glendora 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 Corridor. These 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

This site could generate approximately 30 trips per day as currently zoned. With the array of uses allowed in O-1(CD) zoning categories, a wide range of trip generation is possible for either the existing or proposed zoning scenarios. Given the size of the site and its proximity to the good street network in the area, there should only be minor impacts to the transportation system resulting from this rezoning.

CDOT requests the following changes to the rezoning plan:

1. Monroe Road is a major thoroughfare requiring a minimum of 100 feet of right-of-way. We request that the petitioner convey right-of-way in fee simple title to meet this requirement.
2. We are requesting the petitioner provide a 6-foot sidewalk behind a 14-foot planting strip along Monroe Road. The proposed 14-foot planting strip will allow for future bicycle lanes yet retain existing utilities back of future curb.

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. Since access is proposed to an NCDOT-maintained roadway, they may have additional or different requirements for their approval than what is identified in this rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.
2. All proposed/existing driveways must be a minimum of 26 feet in width for two-way circulation.
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)
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Rezoning File