


# Charlotte Department of Transportation

## Memorandum

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**Date:** February 23, 2009

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

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

**Subject:** Rezoning Petition 09-023: Located on the west side of Monroe Road  
north of Orchard Lake Drive (revised 2/13/09)

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We previously commented on this petition in our January 27, 2009 memorandum to you.

### Vehicle Trip Generation

This site could generate approximately 11,000 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 8,600 trips per day. This will have a lesser impact on the surrounding thoroughfare system.

Access is proposed to an NCDOT-maintained roadway. Because the total number of trips generated by the proposed development is greater than 3,000 trips per day, NCDOT will most likely require a Traffic Impact Study (TIS) as part of their driveway permit approval process. 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 and to begin the TIS process.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. It appears the vehicular access note for Area 1 conflicts with the site plan. The site plan shows six (6) connections to Orchard Lake Drive, as discussed in a meeting with the petitioner. The conditional note needs to be corrected to indicate that only six access points will be allowed to Orchard Lake Drive associated with development Area 1.
2. It appears that the site plan takes into account the transition from the Local Residential Street – Wide to a Local Industrial Street along the proposed UR-C and I-1 sections closest to Monroe Road. However, it is not specifically stated in the petition that the Local Industrial Street is being used through that section. The cross-section for the Local Industrial Street needs to be included with the Local Residential Street – Wide on the site plan, along with labeling where the cross-section applies.
3. Access to Monroe Road from Development Area 3 will be limited to only one (1) driveway located near the southern parcel boundary and aligned with the existing access across

Tom Drake & Tammie Keplinger

February 23, 2009

Page 2 of 2

Monroe Road. The site plan needs to be revised to remove the second access on Monroe Road nearest to Orchard Lake Drive. (*Previous Review Comment – 2<sup>nd</sup> time*)

4. Monroe Road is a major thoroughfare requiring more than the minimum 100 feet of right-of-way as its Urban Street Design Guidelines (USDG) classification is a Boulevard. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 60 feet from the centerline of the roadway. (*Previous Review Comment – 2<sup>nd</sup> time*)

If we can be of further assistance, please advise.

MAD

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Rezoning File