



# Charlotte Department of Transportation


## Memorandum

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**Date:** January 25, 2008

**To:** Keith MacVean  
Charlotte-Mecklenburg Planning Department

**From:**   
Scott L. Putnam  
Development Services Division

**Subject:** Rezoning Petition 08-040: Located on the northeast quadrant of the interchange of Johnston Road and I-485

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**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 the Centers, Corridors and Wedges land use strategy to be implemented. This project site is located in a Center and appears to support the Centers, Corridors and Wedges land use strategy as mixed-use development in a Center.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are identified below that need to be addressed for CDOT's support of the petition and to bring the site plan into compliance with the TAP and best practices for multimodal transportation.

### Vehicle Trip Generation

The site data table shown on Page 2 of the Rezoning Plan was used to determine trip generation. The approved use generated approximately 3450 trips per day. Under the Site Plan Amendment the site could generate approximately 6,600 trips per day. This will have a significant impact on the surrounding thoroughfare system.

Therefore, CDOT's policy is for the developer/petitioner to update the current Traffic Impact Study (TIS) for Toringdon in order to evaluate the effect that site-generated traffic will have on the thoroughfare system in the vicinity. However, if the development is reduced in scale to generate less than 2,500 additional trips, this requirement would be waived.

CDOT has received the "draft" TIS for review. Since access is proposed to an NCDOT-maintained roadway and close to an interstate interchange, 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 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.

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

1. The petitioner needs to provide 6-foot sidewalks and 8-foot planting strips along new and realigned streets.
2. The development notes need to be revised to clearly state the developer/petitioner responsibility in the construction of North Community House Road along the site's frontage, including the limits of construction and the cross-section that will be constructed. In addition to the 4-lane divided cross section, 5-foot bike lanes are required.

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. It is requested that the site plan provide an internal system of 5-foot or wider sidewalks that connects building entrances to sidewalks along Community House Road.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' 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.

The proposed driveway connection(s) to North Community House will require a driveway permit(s) to be submitted to CDOT 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.

Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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.

To facilitate building permit/driveway permit review and approval, the site plan must be revised to include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II-Modified driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Directional wheelchair ramps (two per corner) should be provided at all intersections of public and private streets.

If we can be of further assistance, please advise.

SLP

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Rezoning File