



# Charlotte Department of Transportation

## Memorandum

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**Date:** February 22, 2010

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

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

**Subject:** Rezoning Petition 10-030: Located at the northeast corner of Prosperity Church Road and Johnston-Oehler Road

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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 implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Center. 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 7,645 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 8,600 trips per day based on 120,000 square feet of commercial and an additional 4,000 square feet for proposed fast food with drive-thru. This increase will have a minor impact on the surrounding thoroughfare system.

### CDOT requests the following changes to the rezoning plan:

1. Direct outparcel access to the fast-food restaurant will not be allowed from Johnston-Oehler Road. A note should be added indicating that the westernmost access to the property must be closed prior to the certificate of occupancy being issued for the restaurant.
2. The design of the drive-thru creates a conflict at the entry and exit points. One solution would be to establish a one-way circulation from the parking lot on the southern end of the site, through the drive-thru, and exiting to the parking lot to the east.

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. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
2. 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)  
J. Shapard – Review Engineer (via email)  
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Rezoning File