



# Charlotte Department of Transportation

## Memorandum

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**Date:** April 20, 2010

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

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

**Subject:** Rezoning Petition 10-035: Located at the intersection of Johnston Road and Toringdon Way, surrounded on the south side by 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 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 10,000 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 9,000 trips per day.

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

1. Note 9 in Section D states that "The Petitioner will contribute half of the cost, not to exceed \$75,000 dollars, of a traffic signal at the Endhaven Lane/Elm Lane intersection." CDOT requests that the petitioner remove the section "not to exceed \$75,000 dollars" from the note, consistent with the previously approved plan.
2. Note 2 in Section I reserves the right for the petitioner to provide parallel parking or angled parking along North Community House Road and internal Private Roads until North Community House is extended over I-485. CDOT request that the note be rewritten to separate the use for parking on North Community House. Parking along North Community House needs to be restricted to allow parallel parking only and may be restricted by CDOT any time deemed necessary. In addition, the note needs to reflect that in order to accommodate the parallel parking a minimum width of pavement be seventeen feet to accommodate a full travel lane with the on-street parallel parking.

3. The site plan reflects a median being installed along North Community House Road, but stopping short of the southernmost entrance to the property. CDOT request that the median be extended a minimum of 100 feet past the southernmost entrance restricting access to right-in right-out, consistent with the previous plan.

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. Adequate sight triangles must be reserved at the proposed street intersections and driveway entrances. Two 35' x 35' sight triangles are required for the intersection to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances. Such items should be identified on the site plan.
2. The proposed driveway connections to North Community House Road will require a driveway permits to be submitted to CDOT. 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.
3. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
4. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
5. 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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