



Charlotte Department of Transportation

Memorandum

Date: September 27, 2006

To: Keith MacVean
Planning Commission

From: Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 06-108: Located east of Johnston Road and north of North Community House Road and Endhaven Lane

This site could generate approximately 1,300 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 2,600 trips per day. This will have a significant impact on the surrounding thoroughfare system.

We are currently reviewing a Traffic Impact Study (TIS) that was submitted by the developer's consultant in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity.

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

1. The proposed public street T-intersection with the internal private street will need to be listed as an innovative standard request. Public street right-of-way needs to be dedicated to provide a "hammerhead" design that is sufficient to accommodate the turning movements of a fire truck/waste collection vehicle.
2. It appears that existing parking for the adjacent school site will be affected by the proposed site plan. A new site plan may need to be submitted to the City's Land Development Permitting Center and Zoning to verify that the removal/relocation of the existing school parking meets all code requirements and does not take the school out of compliance.
3. Johnston Road is a major thoroughfare requiring a minimum of 100 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 50 feet from the centerline of the roadway.
4. Community House Road is a major thoroughfare requiring a minimum of 100 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 50 feet from the centerline of the roadway.
5. Additional comments will follow our review of the TIS.

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. A pedestrian/bicycle connection should be made to the Atkins/Mattocks adjacent vacant parcel. This connection should be at least eight feet in width.
2. Pedestrian/bicycle connections should be constructed to the Four Mile Creek Greenway. These connections should be at least eight feet in width.

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' and two 10' x 70' 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 public street connection to Johnston Road will be reviewed by CDOT and the North Carolina Department of Transportation through the multi-family review process. The exact street location and width of the street connection will be determined by CDOT/NCDOT during the multi-family review process. The location of the street shown on the site plan is subject to change in order to align with driveways on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

The proposed public street connection to Community House Road will be reviewed by CDOT through the multi-family review process. The width of the street connection will be determined by CDOT during the multi-family review process.

All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

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/State maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT/NCDOT prior to the construction/installation of the non-standard item(s). Contact CDOT/NCDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

If we can be of further assistance, please advise.

Keith MacVean
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SLP

c: M.K. Dewey
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Rezoning File (2)