


# Charlotte Department of Transportation

## Memorandum

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**Date:** August 2, 2007

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

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

**Subject:** Rezoning Petition 07-103: Located on the northwest quadrant of  
Johnston Road/I-485 Interchange

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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.
- 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

This site could generate approximately 10,000 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 12,000 trips per day. This will have a minor impact on the surrounding thoroughfare system.

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

1. Access for this property was previously approved as part of the existing conditional site plan process. The current proposal requests a minor change in the location of the right-in/right-out driveway to Johnston Road north of Community House Road. As noted on the site plan, this driveway is restricted to right-in/right-out movements only. However, the median at this location is shown to include an opening for left-turns into the site. The notes are inconsistent with the site plan and we do not support the break in the median for the "left-over". The plan needs to be revised to delete the median opening accordingly.
2. Site circulation accessing the driveway described above has also significantly changed with the current request. The existing conditional site plan for the property includes a direct connection of this driveway to the center of the development and was an important part of

our approval. As one of the site's 3 driveways, this site circulation was designed to better distribute entering and exiting traffic to the development among the driveways. The current request provides a more circuitous route and will encourage greater use of the site's main driveway access at the Johnston Road/Community House Road intersection. We are not in support of this change as proposed.

3. A note needs to be included on the plan that the temporary construction entrance between the southernmost driveway and the intersection of Community House Road must be removed prior to final construction approval of the townhomes.

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. The petitioner should provide 6' sidewalks and 8' planting strips on all internal streets consistent with TAP and best practices.
2. The site plan needs to provide an internal system of sidewalks that connects the building entrances to the sidewalks along the street.

We support the following comment from Charlotte Area Transit System (CATS):

1. The Park-N-Ride lot previously committed by the developer as part of the currently approved conditional zoning site plan needs to be provided with the current rezoning request and shown on the site plan .

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 driveway connections to Johnston Road will require a driveway permit to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location and type/width of the driveway will be determined by CDOT during the driveway permit process. The location of the driveway shown on the site plan is subject to change in order to 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.

Keith MacVean

August 2, 2007

Page 3 of 3

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 Type III driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)