



# Charlotte Department of Transportation


## Memorandum

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**Date:** June 26, 2007

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

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

**Subject:** Rezoning Petition 07-061: Located on the west side of Back Creek Church Road, between Wakerobin Lane and Rosemallow Road (revised 6/20/07)

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We previously commented on this petition in our March 30 and June 6, 2007 memoranda to you.

**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 Wedge and does not appear 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 750 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,400 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. The existing (or under construction) stub street connecting to this property near the hill in the western part of the site needs to be shown on the site plan. Verify that the "approximate location of stub street" aligns with what has been built or proposed in the adjacent subdivision Creekside at Wyndham Place. The Subdivision Ordinance will require the connection/extension of this street stub. (*Previous review comment*)

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2. A private street/driveway connection from the site to the proposed Eastern Circumferential Roadway is needed to provide a second access to the site. The connection should be shown in the same location as in the previous site plan.

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)