

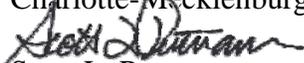


Charlotte Department of Transportation

Memorandum

Date: September 12, 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 (revised
8/17/07)

We previously commented on this petition in our August 2, 2007 memorandum 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 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. 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. (*Previous review comment*)

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2. Our support of the “left-over” on Johnston Road during the driveway permit process was dependent upon the site circulation approved with the existing conditional site plan. As proposed, the benefit of the left-over in reducing the number of left-turns into the site at the Johnston/Community House intersection by more directly serving the northern portion of the site is greatly reduced. Unless the existing or comparable site circulation is re-established, we cannot support the “left-over”.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske
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Rezoning File (2)