



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 07-106: Located between Rozelles Ferry Road and West Trade Street on Judson Avenue (revised 8/20/07)

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 6,000 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 9,500 trips per day. This will have a significant impact on the surrounding thoroughfare system.

Therefore, we request that the developer submit a Traffic Impact Study (TIS) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity. The preparer of the TIS must contact Matt Magnasco (704-336-3368) of the Charlotte Department of Transportation (CDOT) prior to beginning the TIS to determine the study requirements.

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

1. Rozzells Circle needs to be extended through the site to Trade Street. (*Previous review comment*)

2. Access to Parcels 4 and 14-18 needs to be provided via internal streets rather than Rozzelle's Ferry Road. (*Previous review comment*)
3. Pedestrian and bicycle connections to the planned Stewart Creek Greenway need to be shown on the site plan, connecting to a gridded street system for the site. (*Previous review comment*)
4. Additional comments may follow our review of the TIS.

If we can be of further assistance, please advise.

SLP

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