

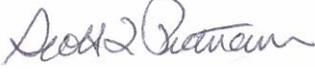


Charlotte Department of Transportation

Memorandum

Date: July 31, 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 (converted to CD plan 7/23/07)

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. Any existing driveways that are approved/permitted by CDOT with the redevelopment of the site are required to be removed and replaced with curb, gutter, and sidewalk.

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2. Rozzells Circle needs to be extended through the site to Trade Street.
3. 8-foot planting strips and 6-foot sidewalks need to be constructed along all public streets in the site, including Rozzelle's Ferry Road. [TAP best practices]
4. Access to Parcels 4 and 14-18 needs to be provided via internal streets rather than Rozzelle's Ferry Road.
5. 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.
6. Additional comments may follow our review of the TIS.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

Rozzelle's Ferry Road is a minor thoroughfare requiring a minimum of 70 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 35 feet from the centerline of the roadway.

Adequate sight triangles must be reserved at the existing/proposed street entrances. Two 35' x 35' sight triangles are required for the entrances to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances. Such items should be identified on the site plan.

The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

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 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.

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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.
- Indicate the locations and widths of all adjacent and opposing driveways and streets.
- 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

c: R. H. Grochoske
M.M. Magnasco/CDOT Review Engineer
J.D. Kimbler
A. Christenbury
E.D. McDonald
Charlotte Mecklenburg Development Corporation/Robert J. Sweeney, Jr.
City of Charlotte Housing Authority/Charles Woodyard
Present Day Ministries/Gwendolyn Curry
Rezoning File (2)