


Charlotte Department of Transportation

Memorandum

Date: January 17, 2008

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-017: Located on the south side of Freedom Drive
between Allenbrook Drive & Toddville Road
(Revised 12/18/07)

We previously commented on this petition in our November 27, 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 Wedge and appears to support the Centers, Corridors and Wedges land use strategy, as being appropriately scaled and conditioned with added connections.
- 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

Under the proposed zoning the site could generate approximately the same number of trips per day as currently zoned, 4,000 trips. This rezoning will not result in an additional impact on the surrounding thoroughfare system.

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

1. A future Paw Creek crossing to connect Raspberry Knoll and Burke Drive is desirable from both a transportation and land use standpoint. It is our understanding that during the subdivision review process, the developer will be required (Subdivision Ordinance) to submit a "Crossing Feasibility Study" to ensure that the crossing can be constructed in the location shown, determine appropriate stub street design, and estimated construction cost.

2. The proposed traffic circles need to be correctly re-labeled as roundabouts, have a minimum inscribe diameter of 100 feet, and meet or exceed Federal Highway Administration Roundabout Design Guidelines. This should be noted on the site plan.
3. The future median opening “left-over” at the main entrance on Freedom Drive has not been reviewed/approved by CDOT or the NCDOT. Until this approval is obtained, the Freedom Drive access will continue to be restricted to serving right-in/right-out movements only. Should the “left-over” be approved, the developer is responsible for all costs associated with its design and construction. This needs to be noted on the site plan. (*Previous Review Comment – 3*)

If we can be of further assistance, please advise.

SLP

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Rezoning File