



# Charlotte Department of Transportation

## Memorandum

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**Date:** March 4, 2008

**To:** Tammie Keplinger & Tom Drake  
Charlotte-Mecklenburg Planning Department

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

**Subject:** Rezoning Petition 08-051: Located on the northwest corner of South Tryon Street and Steele Creek Road

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**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 as increased commercial activity in a Center.
- 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 1,400 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 site plan needs to be updated to show current conditions including, but not limited to, existing edge of pavement of the relocated street and curblines of adjacent development.
2. All access to this parcel is to be internal to the shopping center as shown. It should be noted on the plan that no access points will be permitted on Steele Creek Road and South Tryon Street.
3. The first driveway to the perimeter road located to the north of the proposed bank needs to be designed to operate as two-way between the perimeter road and the parking lot to avoid confusion and wrong way movements.

4. The one way driveway exiting the drive-thru windows needs to perpendicularly connect with the perimeter road to provide a more appropriate and comfortable angle for driver visibility/sight distance.
5. Although sidewalks are provided within the parcel, there is no sidewalk connecting the proposed bank with the shopping center. The sidewalk along the northern parking area needs to be extended along the perimeter road to the first internal shopping center intersection. The sidewalk located in front of the front loaded parking spaces on the south side of the proposed bank needs to continue to the perimeter road and then be extended to the shopping center parking lot.
6. The petitioner needs to provide 6-foot sidewalks and 8-foot planting strips along Steele Creek Road and 8-foot sidewalks and 8-foot planting strips along South Tryon Street.

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. The site plan needs to provide an internal system of 5-foot or wider sidewalks that connects building entrances to sidewalks along Steele Creek Road and South Tryon Street, preferably a direct route as possible to its intersection.

We support the following comments from Mecklenburg County Parks and Recreation:

1. Petitioner needs to provide 8-foot sidewalks along South Tryon Street for an overland connector along this site (see comment 6 above).

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

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:

- All City of Charlotte Land Development Standards (latest revision) will apply.
- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II-Modified driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Directional wheelchair ramps (two per corner) should be provided at all intersections of public and private streets.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske (via email)  
S. L. Habina – Review Engineer (via email)  
B. D. Horton (via email)  
A. Christenbury (via email)  
E. D. McDonald (via email)  
C B Richard Ellis/Chris McAllister (via email)  
Crosland, LLC/David Morgan (via email)  
NCDOT/Scott Cole (via email)  
NCDOT/Louis Mitchell (via email)  
Rezoning File