



# Charlotte Department of Transportation

## Memorandum

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**Date:** October 7, 2008

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

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

**Subject:** Rezoning Petition 08-139: Located on the north side of Ballantyne Commons Parkway between Rea Road and Williams Pond Lane (*revised 9/15/08*)

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We previously commented on this petition in our August 25, 2008 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 900 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,800 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. This property needs to have cross access/easement with the adjacent property to the east to provide inter-connectivity and access between uses that will not require unnecessary use of Ballantyne Commons Parkway. To facilitate future cross access, the stub driveway shown on the site plan to Parcel 225-045-08 needs to be shown all the way to the property line.  
(*Previous review comment*)

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2. Drive aisles through parking lots should be designed to avoid minor offsets. North of Buildings F and H, the configuration of the drive aisles need to be consolidated and better aligned for through movements. (*Previous review comment*)

If we can be of further assistance, please advise.

SLP

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Rezoning File