



# Charlotte Department of Transportation

## Memorandum

---

---

**Date:** August 2, 2007

**To:** Keith MacVean  
Charlotte-Mecklenburg Planning Department

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

**Subject:** Rezoning Petition 07-085: Located on the south side of East Westinghouse Boulevard between South Boulevard and Old Nations Ford Road (Revised 6/28/07)

---

---

**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 Corridor 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

We previously commented on this petition in our May 30, 2007 memorandum to you. This site could generate approximately 5,200 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 8,700 trips per day without factoring in transit. Given the size of the site, its proximity to the light rail station and the good street network in the area, CDOT feels that there should only be minor impacts to the transportation system resulting from this rezoning.

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

1. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte. CDOT has determined that left-turn lanes are necessary to serve the traffic using the proposed public street/private driveway connection(s) for this site along East Westinghouse Boulevard. The engineering

design and construction of the left-turn lane is the responsibility of the owner, and shall be performed by a professional engineer registered in the State of North Carolina who has roadway-design experience. CDOT will only approve the proposed public street/private driveway connection(s) provided that a left-turn lane is constructed on East Westinghouse Boulevard for the three access points to this development along this road. We recommend the rezoning plan reflect the design of these required left-turn lanes prior to submittal/approval of the public street/private driveway connection(s). This roadway improvement is required to meet the traffic demands of the proposed development. The left-turn lanes should be designed with a minimum 150 feet of storage, a 15:1 bay taper and 45:1 through lane tapers.

2. The network of public streets that connect East Westinghouse Boulevard with other existing street stubs needs to be expanded to include two public streets running north and south from East Westinghouse Boulevard, a public street stub to the east for the northernmost east/west road, a public street stub to the east and west for the southernmost east/west road, and public street extension of Sterling Lane, Aileen Circle, and Ervin Lane into this site. This network needs to be determined before rezoning approval prior to the submittal of subdivision plans for the development. The developer is required to connect any new public streets to existing street stubs through the subdivision process.
3. The future street width of East Westinghouse Boulevard needs to be determined by the station area plan. The building setback will be measured 24 feet from the back of this future curb. The location of the future curb will be determined during the Transit Oriented Development (TOD) review.

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

Consistency with the TAP and best practices:

1. 8-foot sidewalks and 8-foot planting strips need to be provided on East Westinghouse Boulevard, Sterling Lane, Aileen Court, Ervin Lane, and any other proposed public street and shown on the conceptual plan.
2. 5-foot sidewalks and 8-foot planting strips need to be provided on all internal private streets and shown on the conceptual plan.
3. An internal system of sidewalks that connects building entrance(s) to the sidewalk(s) along East Westinghouse Boulevard, Sterling Lane, Aileen Court, and Ervin Lane as well as to internal streets and adjacent County-owned property under consideration for a park site is needed.
4. Streets, bikeway and pedestrian connections should be provided to connect the proposed development to the Light Rail Transit station; existing neighborhoods along Sterling

Keith MacVean  
August 2, 2007  
Page 3 of 3

Lane, Aileen Court, and Ervin Lane, Westinghouse Boulevard; the adjacent developable parcels and the proposed park site.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske  
M.A. Cook  
J.D. Kimbler  
A. Christenbury  
E.D. McDonald  
Harris Development Group, LLC  
Rezoning File (2)