




# Charlotte Department of Transportation

## Memorandum

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**Date:** May 30, 2007

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

**From:** 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

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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 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

With the array of uses allowed in the I-1, I-2, B-2, R-4, R-12MF, and TOD-M/R zoning categories, a wide range of trip generation is possible for either the existing or proposed zoning scenarios. 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. A network of public streets that connect East Westinghouse Boulevard with other existing street stubs is needed. This network will be determined through the TOD review process 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.
2. 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, and Ervin Lane.
2. 5-foot sidewalks and 8-foot planting strips need to be provided on all internal private streets.
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 LRT station; existing neighborhoods along Sterling Lane, Aileen Court, and Ervin Lane, Westinghouse Boulevard; and, the adjacent developable parcels and the proposed park site.

All existing site driveways will be subject to current driveway regulations including possible relocation and/or closure of driveways with the redevelopment of the site. These items will be reviewed during the TOD review process.

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.

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

Keith MacVean  
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If we can be of further assistance, please advise.

SLP

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Rezoning File (2)