



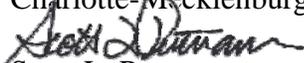
# Charlotte Department of Transportation

## Memorandum

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**Date:** February 15, 2008

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

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

**Subject:** Rezoning Petition 07-101: Located on the southwest corner of West W.T. Harris Boulevard and Old Statesville Road (revised 1/18/08)

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We previously commented on this petition in our July 31, 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 Corridor and does not appear to support the Centers, Corridors and Wedges land use strategy. Although this site is located across the street from a proposed commuter rail station, the site is arranged in a typical suburban "sprawl" layout with separated land uses and 5 highway-oriented outparcels; major revisions would be necessary for it to support a Corridor 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 6,400 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 11,900 trips per day. This will have a significant impact on the surrounding thoroughfare system.

The scoping for the Traffic Impact Study (TIS) has been approved and the TIS is in progress. Since access is proposed to an NCDOT-maintained roadway, they may also require a TIS as part of their driveway permit approval process. They may have additional or different requirements for their approval than what is identified in this rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.

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

1. Public street stubs need to be provided to the south, one of which needs to connect with WT Harris Boulevard (subject to NCDOT approval). *(Previous review comment)*
2. In keeping with transit-station-area principles, 8-foot sidewalks and 8-foot planting strips need to be constructed along all public streets. The sidewalk and planting strip along WT Harris Boulevard needs to be located outside the right-of-way on an easement. *(Previous review comment)*
3. Bike lanes need to be provided along Harris Technology Boulevard and on the proposed north-south street. *(Previous review comment)*
4. Only one access point to NC 115 will be allowed, which would be the public street extension of Harris Technology Boulevard. The plan needs to show that Outparcel IV is served internally, with no access onto NC 115.
5. Access to WT Harris Boulevard will be limited to right-in/right-out movements only. A 375-foot right-turn lane with 20:1 bay taper must be constructed on WT Harris Boulevard into this driveway. *(Previous review comment)*
6. WT Harris Boulevard is a limited-access thoroughfare requiring a minimum of 200 feet of right-of-way. NC 115 is a major thoroughfare requiring more than the minimum 100 feet of right of way at its intersection with WT Harris Boulevard. We request that the developer/petitioner convey right-of-way in fee simple title to meet these requirements, measuring 100 feet from the centerline of WT Harris Boulevard and as follows for NC 115:
  - 60 feet from centerline for the first 500 feet south of WT Harris Boulevard,
  - 45:1 taper to 50 feet from centerline along the next 450 feet, and
  - 50 feet from centerline thereafter.
7. A comprehensive internal sidewalk system needs to be provided, connect the building and residential entrance(s) to the sidewalk(s) along the streets and through parking lots. Outparcels need to have connections to the sidewalks along the streets and to the internal sidewalk system. *(Previous review comment)*

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 multifamily land use(s) need to be located closer to NC 115 to better access the proposed WT Harris Boulevard transit station and to encourage non-vehicular trips to/from it. *(Previous review comment)*

Keith MacVean  
February 15, 2008  
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If we can be of further assistance, please advise.

SLP

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Rezoning File