



Charlotte Department of Transportation

Memorandum

Date: January 25, 2008

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-043: Located on the south side of Westinghouse Boulevard between I-77 and Granite Street

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 activity within 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

With the array of uses allowed in I-1 and I-2 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 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. An internal system of 5-foot or wider sidewalks that connects building entrances to sidewalks along Westinghouse Boulevard needs to be provided.

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

Westinghouse Boulevard is a major thoroughfare requiring a minimum of 100 feet of right-of-way and I-77 is an interstate requiring a minimum of 350 feet of right-of-way. If not already existing, the developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 50 and 175 feet from centerline of the roadway, respectively.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' and two 10' x 70' 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.

The proposed driveway connection(s) to Westinghouse Boulevard will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

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.

To facilitate building permit/driveway permit review and approval, the site plan must include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske (via email)
M.A. Cook – Review Engineer (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E.D. McDonald (via email)
Mark S. Engel (via email)
NCDOT/Louis Mitchell (via email)
NCDOT/Scott Cole (via email)
Rezoning File