

Rezoning Transportation Analysis

Updated: 8/4/2016

Petition Number 2015-093

Location Approximately 2.9 acres located on the south side of Drexel Place and north side of Woodlawn Road near the intersection of Park Road and Drexel Place and Park Road and Woodlawn Road.

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CDOT's Review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users.

This document is primarily for communication to Planning Department staff to be used in the overall City staff analysis of the rezoning petition and includes information on trip generation, outstanding site plan concerns, and an overall summary of the case from a transportation perspective.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

This site is located within a mixed-use activity center. Generally CDOT supports greater density in mixed use activity centers since the mixture of uses yields shorter vehicle trip lengths that are less impactful than accommodating the same uses spread over greater distances. Further, if the design of the development sites can be done with safe, comfortable, and convenient facilities for pedestrians and cyclists, the rate of automobile usage per square foot of development can be reduced.

This petition will implement improvements along Woodlawn Road that will include a left-turn lane for the development access, extending the left-turn lane storage for the left-turn lanes from Woodlawn onto northbound Park Road, and providing a pedestrian refuge median. These improvements are being done in coordination with other planned improvements associated with other rezoning petitions in the area.

Trip Generation

Existing Zoning			
Scenario	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use	Single Family	4 dwellings	400
	Apartments	54 dwellings	
Entitlement	Single Family	4 dwellings	400
	Apartments	54 dwellings	

Proposed Zoning			
Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)
1/15/2016	Townhomes	265 dwellings	1850
7/14/2016	Single Family Apartment	4 dwellings 255 dwellings	1735

Resolved Issues

1. This portion of Woodlawn Rd is in the Park Woodlawn Area Plan and is classified as an Avenue per USDG. The future curb location of Woodlawn Rd. should accommodate a cross section of four 11 foot travel lanes divided by a 10’ wide median, 5’ bicycle lanes in each direction, 2.5’ curb and gutter, 8’ wide planting strips, and 8’ wide sidewalks. Thus, CDOT requests the following improvements along the site’s Woodlawn Rd. frontage:
 - a. Establish / Install the new back of curb at a location 34.5’ from centerline of existing road along the entire frontage.
 - b. Along the entire frontage of Woodlawn Rd., install an 8’ wide planting strip and 8’ wide sidewalk.
2. CDOT previously asked for a pedestrian refuge island to be installed on Woodlawn Road. Please add a note under transportation stating that the petitioner agrees to install a pedestrian refuge island, as part of this project. The exact location and design details to be worked out during the permitting phase.

Outstanding Issues

None

Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

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.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' and 10' x 70' ight 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.
3. The proposed driveway connection(s) will require a driveway permit(s) to be submitted to CDOT and NCDOT 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.
4. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. 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.