



Charlotte Department of Transportation

Memorandum

Date: October 23, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE *Mike Davis*
Development Services Division

Subject: Rezoning Petition 15-120: Approximately 10.7 acres located on the southeast corner at the intersection of Park Road and Abbey Place

CDOT has completed a review of the subject petition in order 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. Based on our review of the petition, we offer the following comments.

Overview

This rezoning petition will have add congestion to the already congested Park/Woodlawn activity center. However this congestion is to be expected in thriving activity centers, and CDOT's goals for offsetting these impacts will be met through trying to implement some of the transportation recommendations identified in the adopted area plan in combination with traditional congestion mitigations.

Vehicle Trip Generation

This site could generate approximately 1,400 trips per day as currently zoned. There is currently ambiguity about the amount of entitlements allowed under the proposed site plan. We understand your office is seeking clarification from the petitioner. We will provide more information on the proposed trip generation once the entitlements are clarified.

Based on a review of the submitted traffic impacts study, CDOT requests the following changes to the rezoning plan:

1. CDOT requests that the petitioner extend existing southbound left turn lane storage at Park Rd. and Abbey Pl. from 150' to 225'.
2. CDOT requests the petitioner extend existing northbound dual left turn lane at Park and Woodlawn. (Inside turn lane to be 360' and outside turn lane to be maximized but still allow for a 30' pedestrian refuge island).
3. CDOT requests the petitioner install a pedestrian refuge Island at Park Rd. and Woodlawn Rd. as proposed in the traffic study.

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4. CDOT requests the petitioner to install a traffic signal at Park Rd. and Mockingbird Ln. along with a westbound left turn lane on Mockingbird Ln.
5. CDOT requests the petitioner to restripe Montford Dr. (between Woodlawn Rd. and Abbey Pl.) to accommodate a left turn lane into Abbey Pl. while maintaining the existing lanes at the intersection of Montford Dr. and Woodlawn Rd.
6. CDOT requests the petitioner install a pedestrian refuge island at Park Rd. and Montford Dr. (30' min. length).
7. CDOT requests the petitioner install a northbound right turn lane at Park Rd. and Woodlawn Rd. (200' min. of storage).
8. CDOT requests the petitioner install a traffic signal at Woodlawn Rd. and Montford Dr. Please add a transportation note stating: If for any reason a signal at Montford Dr. and Woodlawn Rd. is not installed within 5 years of the approved rezoning, the developer agrees will contribute \$100,000 to be used for transportation projects, to be decided by CDOT, within the Park Woodlawn Activity Center.
9. CDOT requests that the petitioner remove the proposed northbound right turn lanes on Park Rd. onto Mockingbird Ln. and Abbey Pl.
10. CDOT request that the petitioner make it clear on the site plan that all on-street parking is to be recessed parking. This will require modifying the existing curb lines by creating bulb outs as needed at intersections and driveways. This parking must comply with ADA requirements, to include accessible spaces where required.
11. CDOT requests the petitioner revise the proposed widening on Park Rd. to accommodate a 5' bike lane (not utilizing the 2' of gutter). The current proposal shows a 5' bike lane which includes 2' of gutter. CDOT considers a 5' bike lane to be from edge of pavement to the edge line of the travel lane.
12. CDOT requests the petitioner revise the proposed typical section for all roads with on-street parking to reflect our Charlotte Land Development Standard for on street parking (CLDS 50.09C). The proposed typical section shows a 7' dimension from back of curb which would result in a 6.5' wide parking space. The minimum width for on-street parking is 7'.
13. Park Rd. is classified as a major thoroughfare according to the CRTPO Thoroughfare Plan and requires 100 feet of total right-of-way. CDOT requests the petitioner dedicate 50 feet of right-of-way along the property's frontage measured from the existing centerline.

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.

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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 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.
3. The proposed driveway connection(s) to Park Rd., Mockingbird Ln., Hedgemore Dr., and Abbey Pl. 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.
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.

If we can be of further assistance, please advise.

K. Hedrick

cc: S. Correll
Rezoning File