



Charlotte Department of Transportation

Memorandum

Date: November 27, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 16-013: Approximately 2.47 acres located on the south side of East Woodlawn Road between Halstead Drive and Park Road.

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.

Vehicle Trip Generation

This site could generate approximately 400 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 350 trips per day.

CDOT requests the following changes to the rezoning plan:

1. CDOT requests that the petitioner dedicate right-of-way along the property's frontage necessary to include the final curbline, planting strip and sidewalk locations.
2. CDOT requests the petitioner provide a westbound left-turn lane on Woodlawn Rd. at the intersection of Halstead Dr. In addition, CDOT requests that the petitioner work with the petitioner for rezoning 2015-093 (Melrose Place) and their engineers to coordinate the road improvements due to the overlap in scope. CDOT is available to assist with this coordination if needed.
3. CDOT requests that the petitioner convert the proposed full movement driveway on Woodlawn Rd. to a restricted access driveway (right in – right out). In addition to safety concerns, this full movement driveway would create turning conflicts that would affect the signal operation at Park and Woodlawn as well as the queuing of cars in an already heavily congested roadway / intersection. From CDOT's perspective this site will still have sufficient access considering the full access to Halstead and the right in-right out on Woodlawn Rd. CDOT is open to discussions on how to best restrict this driveway and wishes to further discuss options with the petitioner including the option of a one-way out driveway.

4. 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:

A6 — Woodlawn Road (Halstead Drive to Brandywine Road)											
	8'	8'	5'	11'	11'	10'*	11'	11'	5'	8'	8'
13' planting strip should be used to preserve future curb. <i>Specific setback requirements apply</i>											

- a. Since the curb will need to be moved for the left turn lane, install the new back of curb at a location **34.5' (min.) from centerline** of existing road along the entire property frontage.
- b. Along the entire frontage of Woodlawn Rd., install an 8' wide planting strip and 8' wide sidewalk.

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. CDOT has determined that a left-turn lane is necessary to serve the traffic using the proposed public street/private driveway connection(s) for this site. The engineering design and construction of the left-turn lane is the responsibility of the owner, and shall be performed by a professional engineer registered in the State of North Carolina who has roadway-design experience. CDOT will only approve the proposed public street/private driveway connection(s) provided that a left-turn lane is constructed on Woodlawn Rd. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the public street/private driveway connection(s). The left-turn lane needs to be designed using NCDOT standards with a minimum 150 feet of storage. This roadway improvement is required to meet the traffic demands of the proposed development.
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 Woodlawn Rd. and Halstead Dr. 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.

We recommend the Petitioner work directly with Wendy Taylor with NCDOT regarding any requests they may have in addition to the ones in this memo.

If we can be of further assistance, please advise.

K. Hedrick

cc: S. Correll
Rezoning File