

Rezoning Transportation Analysis

Updated: 3/4/2016

Petition Number 2016-030

Location Approximately 5 acres located on the southside of Mockingbird Lane between Park Road and Hedgemore Drive.

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.

The Park Woodlawn Activity Center experiences congestion today, mostly concentrated along Park Road at its intersection with Woodlawn Road. Therefore, the primary transportation goals for this site are to a) mitigate impacts of traffic by the development where possible, and b) Improve street connectivity to provide more route choices and improve pedestrian and bicycle access. This rezoning proposal addresses these goals through the following improvements:

- \$25,000 towards a future signal at Park Rd. and Mockingbird Lane
- Modifications to the eastern leg of this same intersection to accommodate turn lanes for the future signal
- Internal streets that will setup connectivity opportunities now and in the future for vehicles and pedestrians
- Installation of 8' sidewalks along Park Rd.

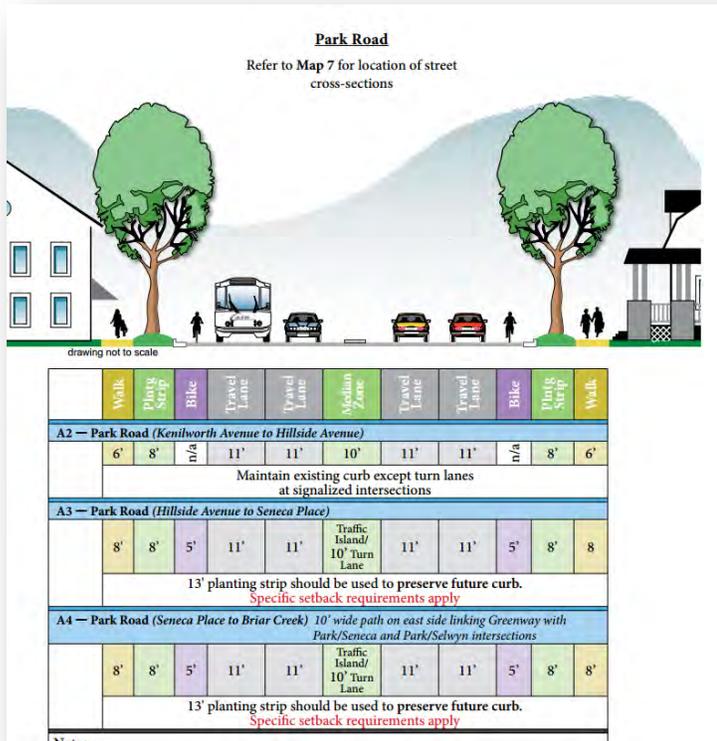
Trip Generation

Existing Zoning			
Scenario	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use	Office	53k sf	800
Entitlement			

Proposed Zoning			
Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)
2/19/16	Apartments Retail	360 17k sf	3,900

Resolved Issues

- The setback should be measured from the back of the future curbline, which is measured 34.5' from centerline of the existing roadway per the Park Woodlawn Area Plan. See below:



- CDOT will seek participation in the expected signalization of Park Road and Mockingbird and Park Road in amount that will be determined by CDOT in a later update

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' 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. and Mockingbird Ln. will require a driveway permit(s) to be submitted to CDOT 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.