

# Rezoning Transportation Analysis

Petition Number: 2016-137

General Location Identifier: 17101152

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CDOT's review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP) which seeks to ensure that the City'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 as part of the overall City staff analysis of the rezoning petition and includes an overall summary of the case from a transportation perspective, information on trip generation, and resolved or outstanding site plan concerns. Additional advisory information about the driveway permit process is provided for information only.

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

## Transportation Summary

The site is located along a major thoroughfare. The current site plan reserves the right of way to accommodate the future four lane divided roadway with bike lanes as envisioned in the Park Woodlawn Area Plan. The trip generation is slightly decreasing compared to what is currently allowed under the existing zoning entitlements. In addition, this project is installing widened planting strip and sidewalk along their property frontage.

## General Description

The site is located on East Woodlawn Road, a major thoroughfare.

The site is located in a wedge on Route 4 within the *Park Woodlawn Area Plan*.

Prior rezoning case 2014-029

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1 dwelling	10	<i>Tax Record</i>
Entitlement with Current Zoning	Townhomes	12 dwellings	130	<i>RZ 2014-029</i>
	Single Family	2 dwellings		
Proposed Zoning	<del>Townhomes</del>	<del>14 dwellings</del>	120	<del><i>Site Plan: 08-22-16</i></del>
	Townhomes	11 dwellings	94	<i>Site Plan: 10-24-16</i>

## Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The future curbline on Woodlawn is 36' from existing centerline.

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## Resolved Issues

1. The petitioner should revise the site plan to label and provide a conditional note to dedicate 50' right-of-way fee simple as measured from Woodlawn Road's existing centerline. The conveyance of all rights-of-way to the City before the site's first building certificate of occupancy is issued.
2. The petitioner should revise the site plan to depict and label driveway locations. CDOT has concerns with safety and operations (and the possible turning movements) if driveway to garages are proposed at the units closest to Woodlawn Rd. In addition, CDOT has concerns with the minimal parking provided if these units do not have garages. The main drive aisle access shown in the current site plan is too narrow to allow on-street parking so it appears there is a need for garages for these units. Further comments may be forthcoming once more information is provided.
3. The petitioner should revise the site plan to add a note specifying all transportation improvements will be constructed and approved before the site's first building certificate of occupancy is issued or phased per the site's development plan.

## 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 (and two 10' x 70' sight triangles on North Carolina Department of Transportation on NCDOT maintained streets) 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 public streets will require a driveway permit(s) to be submitted to CDOT (and the North Carolina Department of Transportation on NCDOT maintained streets) 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.

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## Revision Log

Date	Description	By
09/20/2016	First Review	RHG
11/02/2016	Hearing Review	KMH