



Charlotte Department of Transportation

Memorandum

Date: April 24, 2015

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

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

Subject: Rezoning Petition 15-063: Approximately 1.14 acres located on the north side of East Woodlawn Road between Park Road and Brandywine 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 5,600 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 2,800 trips per day.

CDOT requests the following changes to the rezoning plan:

1. CDOT requests that the petitioner replace the existing 4' sidewalk and accessible ramps on the east side of the parcel along Summit Avenue with 6' sidewalk and accessible ramps (Figure 1 & 2). This sidewalk will provide pedestrian connectivity from W. Trade St. to the public sidewalk on Summit Avenue. See below the site plan of the adjacent multi-family development which is installing new 6' sidewalk up to parcel 071-016-14 (Bojangles):

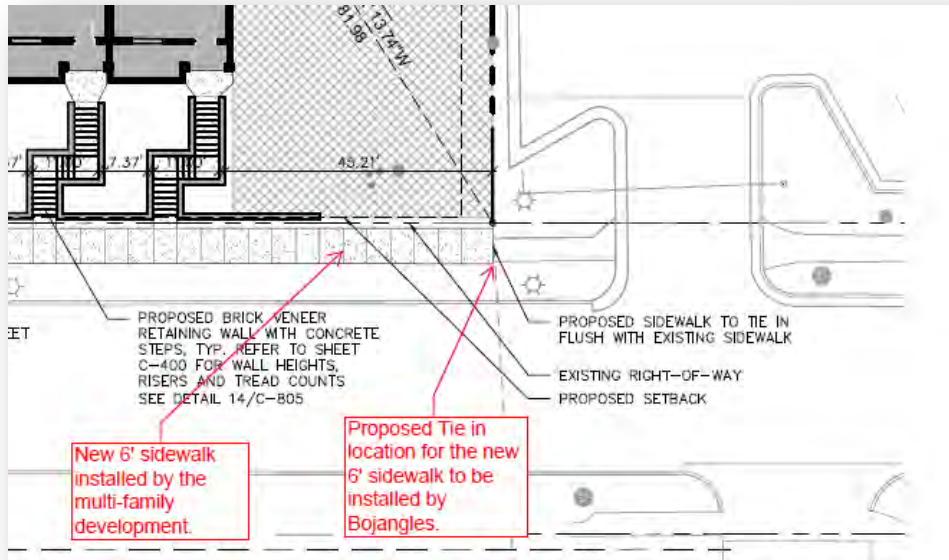


Figure 1

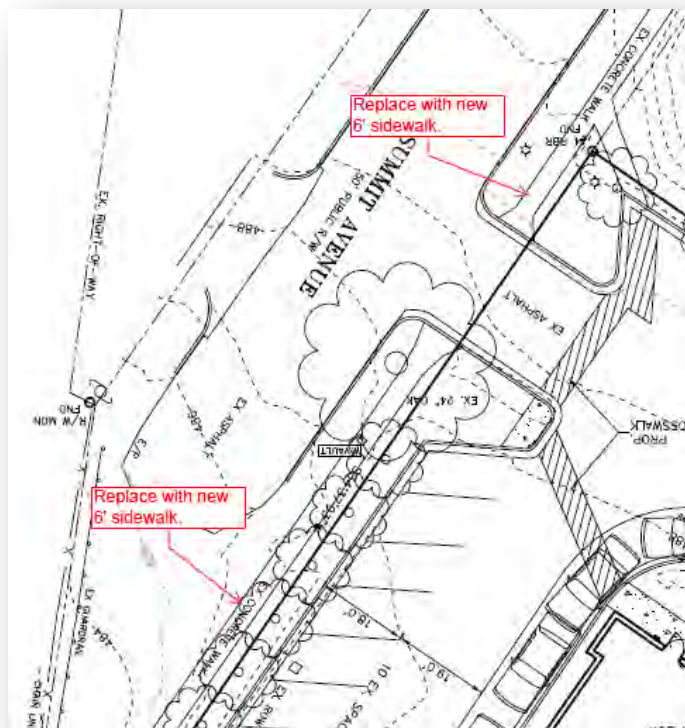
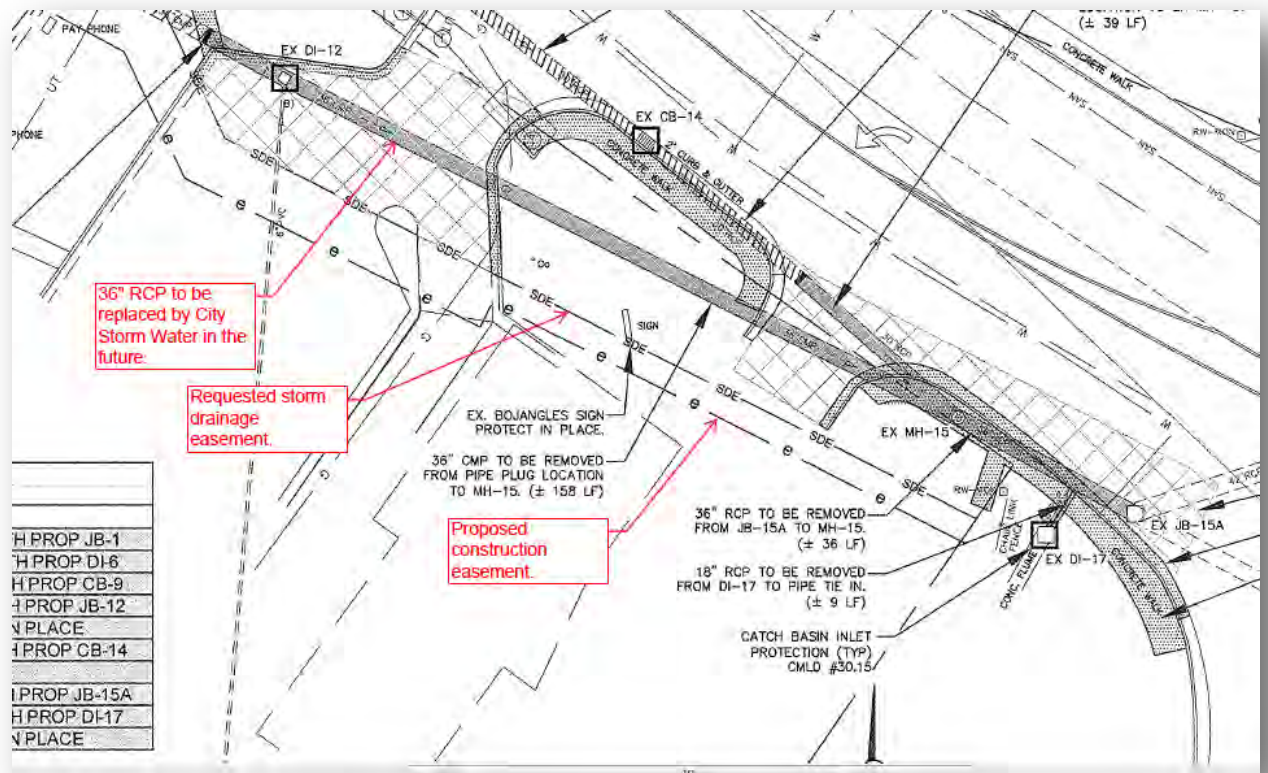


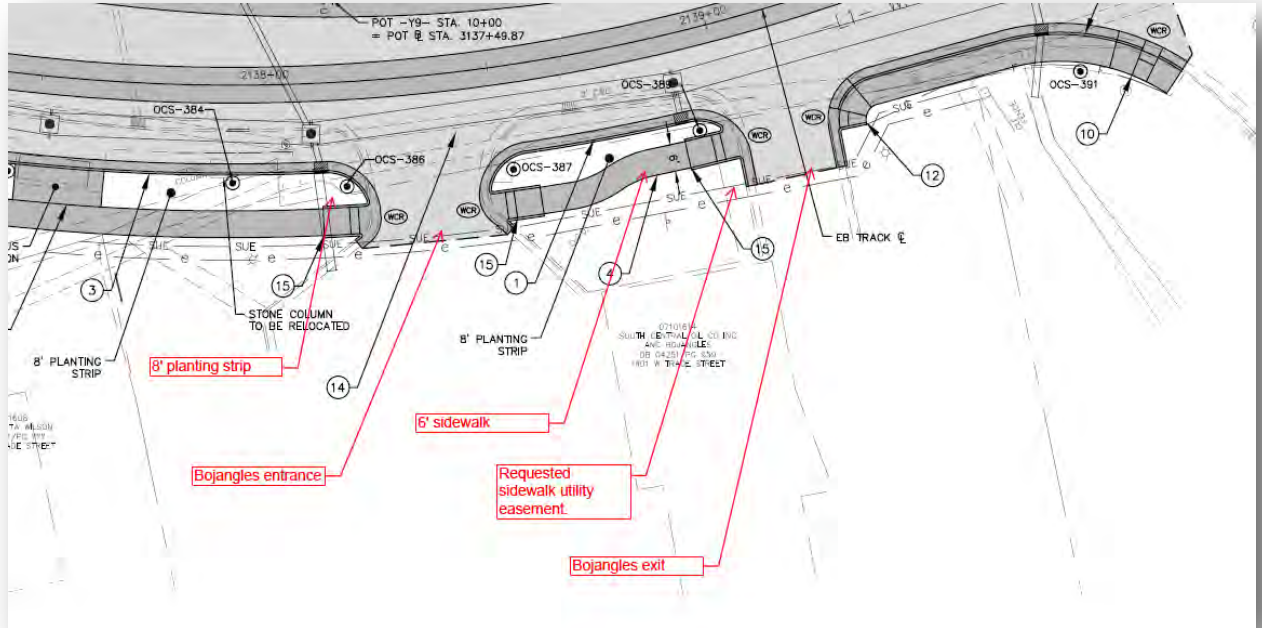
Figure 2

2. CDOT requests that the existing 5' sidewalk along the W. Trade St. frontage be replaced with 7' sidewalk at back of curb (typical for new sidewalk installed at back of curb location).
3. CDOT requests that the petitioner install sidewalk from Summit Ave. to the proposed crosswalk shown on the site plan.
4. W. Trade St. is classified as a major thoroughfare according to the CRTPO Thoroughfare Plan and requires 80 feet of total right-of-way. CDOT requests the petitioner dedicate 40 feet of right-of-way along the property's frontage measured from the existing centerline.
5. CDOT recommends that the petitioner dedicate the required storm drainage easement and construction easement as shown below for a storm water maintenance project that is upcoming. The petitioner should coordinate with John Keene (704-432-5216) with Storm Water Services to obtain the CAD file, which should be reflected on this site plan and the recorded plat.



6. The Gold Line Streetcar Project will abut the front portion of this parcel. Please see the future roadway cross-section below from the actual plan set for the Street Car. CDOT requests that the petitioner dedicate the future sidewalk utility easements as shown on the

plan set. Please coordinate with Andy Widenhouse with CATS (704-432-0413) to obtain the CAD file to be shown on this site plan and the recorded plat.



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. Replace the existing driveways that access West Trade Street from type III driveways to modified type II driveways per CLDS 10.25E.
2. 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.
3. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' 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.
4. The proposed driveway connection(s) to W. Trade and Summit Ave. 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.

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5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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