



# Charlotte Department of Transportation

## Memorandum

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**Date:** October 29, 2008

**To:** Tammie Keplinger & Tom Drake  
Charlotte-Mecklenburg Planning Department

**From:**   
Scott L. Putnam  
Development Services Division

**Subject:** Rezoning Petition 08-075: Located on the north side of East Woodlawn Road between Park Road and Halstead Drive  
*(revised 10/14/08)*

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We previously commented on this petition in our March 28 and October 7, 2008 memoranda to you.

**Consistency with Transportation Action Plan (TAP):** The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

- Goal 1 of the TAP relies on the Centers, Corridors and Wedges land use strategy to be implemented. This project site is located in a Center and appears to support the Centers, Corridors and Wedges land use strategy.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are identified below that need to be addressed for CDOT's support of the petition and to bring the site plan into compliance with the TAP and best practices for multimodal transportation.

### Vehicle Trip Generation

The site could generate approximately 1,700 trips per day as currently zoned, which is different than the number previously reported. Under the proposed zoning the development could generate approximately 2,000 trips per day. This will have a minor impact on the transportation system.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. The subject site is located in a Center. The preferred block length in a Center is 500 feet and a maximum block length of 650 feet. The current block length on East Woodlawn Road between Park Road and Waterbury Drive exceeds 1,500 feet. This site has approximately 750 feet of frontage along East Woodlawn Road. Both existing and new developments need to be connected by streets, bikeways and pedestrian systems to reduce vehicle miles of travel (TAP Policy 2.9.4). For these reasons a new public street is needed in this location between East Woodlawn Road and Drexel Place. The street should be designed and constructed to

the Local Residential Street-Wide (includes on-street parking that can be recessed) cross section in accordance with the adopted Urban Street Design Guidelines (USDG). This cross section includes 10-foot travel lanes, 7-foot parking lanes, 8-foot planting strips, and 6-foot sidewalks. We recommend that the new street have a curvilinear alignment along the center of the property. (*Previous review comment – 2<sup>nd</sup>*)

2. Woodlawn Road is a state maintained street. The NCDOT has recently indicated to CDOT that they will require left-turn lanes and/or a median to serve the site's driveways through the driveway permit process. To accommodate these requirements a 4.5-foot easement is needed in addition to the 20 feet of right-of-way that the petitioner has committed to dedicate.
3. Should a median on Woodlawn Road be required by the NCDOT restricting access to right-in/right-out movements only and the street connection between Woodlawn Road and Drexel Place is not constructed as described above, an alternate access for this development is needed. For this reason the parking deck for this development needs to connect to the gated driveway to Drexel Place to provide access for residents as well as for emergency and service vehicles.
4. New curb/gutter, planting strip (8'), and sidewalk (5') along Drexel Place are required to be constructed by the developer. The sidewalk can meander to preserve/minimize the impact to existing trees and the existing 6-foot tall wood fence, keeping at least 6 feet away from the new curb/gutter. The site plan needs to show all required items. A waiver of these items may be requested through subsequent building permit phases. (*Previous review comment – 2<sup>nd</sup>*)
5. Since access is proposed to a state-maintained roadway, the NCDOT may have additional requirements for this development. The petitioner is recommended to meet early with the NCDOT to determine requirements for this project.

If we can be of further assistance, please advise.

SLP

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Rezoning File