



Charlotte Department of Transportation

Memorandum

Date: March 28, 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

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

This site could generate approximately 700 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 750 trips per day. This will have a minor impact on the surrounding thoroughfare 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 470 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. We recommend a curvilinear alignment along the eastern property line.

2. The new street described above is to be designed and constructed to the Local Residential Street-Wide (includes on-street parking) 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. The developer may construct parking, planting strip and sidewalk on only the side abutting their development; the eastern edge of the new street may be left as a travel lane against curb and gutter.
3. Parking deck access needs be located along the required new street and not on East Woodlawn Road as currently shown.
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. A waiver of these items may be requested through subsequent building permit phases, but not through the zoning process. The note on the plan requesting a waiver of these items needs to be removed.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

East Woodlawn Road is a major thoroughfare requiring a minimum of 100 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 50 feet from the centerline of the roadway.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35-foot x 35-foot and two 10-foot x 70-foot sight triangles are required for all 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.

The proposed driveway connection(s) to East Woodlawn Road and the new public street will require a driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact street/driveway locations and type/width of the street/driveway connections 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.

Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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

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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.

To facilitate building permit/driveway permit review and approval, the site plan must be revised to include the following:

- All City of Charlotte Land Development Standards (latest revision) will apply.
- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II-Modified driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Submit plans for the parking deck circulation and access.
- Show trash locations such that vehicle maneuvering occurs on-site.
- Directional wheelchair ramps (two per corner) should be provided at all intersections of public and private streets.

If we can be of further assistance, please advise.

SLP

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Rezoning File