

**Second Draft Streets Map Public Comments and Responses - August 2022**

Location/Street	Do you agree with the recommendation?	If no, why not?	How do you use this street?	Home ZIP Code	Additional comments	Comment Category	Response
13224 Woody Point Road	<Null>	Its a residential street with no exit	Lived on this street since 1984	28278	<Null>	Collector	Thank you for your comment. The classification of Woody Point Road is now the subject of an appeal that will be decided by the Zoning Board of Adjustment (ZBA). That hearing is currently scheduled for the September 27th ZBA meeting.
13302 Woody Point Road	No	Woody Point Rd. is not a collector street as the map incorrectly now shows. Woody Point Rd. does not collect traffic from local streets and deposit the traffic onto higher volume streets. By the definitions provided in The City of Charlotte Zoning Ordinance Chapter 2, subsection 2.201 Definitions and the definitions provided in the 2nd Draft Charlotte Streets Manual (June, 2022) "Table 1.1 Street Types", Woody Point Rd. only meets the definition of a "local" street.	We live on Woody Point Road	28278	The City of Charlotte Zoning Ordinance's definition of a local street fits Woody Point Rd exactly. By changing Woody Point Rd. back to a collector street, the city is violating their own Zoning Ordinance.	Collector	Thank you for your comment. The classification of Woody Point Road is now the subject of an appeal that will be decided by the Zoning Board of Adjustment (ZBA). That hearing is currently scheduled for the September 27th ZBA meeting.
13317 Woodt Point Rd	No	This is a quiet, narrow, low volume, residential neighborhood street which dead ends into Lake Wylie. It meets the Charlotte zoning requirements for a Local Street. It does not meet the Charlotte zoning requirements for the collector street.	My home of 18 years is on this street	28278	Woody Point does not now, or could not in the future due to its location meet the requirements for a collector street.	Collector	Thank you for your comment. The classification of Woody Point Road is now the subject of an appeal that will be decided by the Zoning Board of Adjustment (ZBA). That hearing is currently scheduled for the September 27th ZBA meeting.
13325 Woody Point Rd	No	Woody Point Rd is not a collector street as the map incorrectly shows. Woody Point is a narrow private residential street with low traffic and no outlet. The road only provides access to private residences and does not contain sidewalks or shoulders, nor does it provide access to any other main roadways or public spaces. Woody Point should be classified as a local street as it is nearly identical to the neighboring local street (Green Heron CT).	I live on and own property on this road and use the road to commute to and from my home.	28278	Woody Point is not constructed to meet the qualifications of a collector road and has been inaccurately labeled as one. The street needs to be relabeled as a local street.	Collector	Thank you for your comment. The classification of Woody Point Road is now the subject of an appeal that will be decided by the Zoning Board of Adjustment (ZBA). That hearing is currently scheduled for the September 27th ZBA meeting.
13335 Woody Point Rd	No	Woody point is not a collector street, someone has made a mistake and incorrectly labeled it.	We own property on it and intend to retire there. We have owned the property since 1990 and go there to fish and enjoy the lake. We built a dock and keep a boat there.	28210	<Null>	Collector	Thank you for your comment. The classification of Woody Point Road is now the subject of an appeal that will be decided by the Zoning Board of Adjustment (ZBA). That hearing is currently scheduled for the September 27th ZBA meeting.
13412 Woody Point Road	No	the road is a narrow road in a quiet neighborhood. I would like to see it stay that way.	I have lived here over twenty five years	28278	Anyone can plainly see the road is not a collector street.	Collector	Thank you for your comment. The classification of Woody Point Road is now the subject of an appeal that will be decided by the Zoning Board of Adjustment (ZBA). That hearing is currently scheduled for the September 27th ZBA meeting.
13441 WOODY POINT RD.	No	Functional Classification is the process of grouping streets into classes according to the character of service they provide. Woody Point Rd. can't be classified correctly if its function in the community is ignored. Woody Point Rd. by definition in the Zoning Ordinance is a local class VI street. It meets none of the criteria that are required for it to be classified as a collector street. It also does not meet the criteria for a collector street spelled out in the Subdivision Ordinance.	I LIVE ON IT	28278	In the First Draft of the Streets Map Woody Point Rd's classification was corrected to a local street. The city admitted that whatever reason led to it being classified as a collector street many years ago no longer existed. Then, in the Second Draft of the Streets Map, CDOT changed it back to a collector street with no justification. CDOT also has no justification for calling Green Heron Ct. a local street and Woody Point Rd. a collector street when both streets function as local streets in the community and have exactly the same characteristics that would prevent them from ever being mistaken for a collector street. Woody Point Rd. is a state owned street that is functionally classified by NCDOT as a local street.	Collector	Thank you for your comment. The classification of Woody Point Road is now the subject of an appeal that will be decided by the Zoning Board of Adjustment (ZBA). That hearing is currently scheduled for the September 27th ZBA meeting.
13453 Woody Point Rd 28278	No	This is a small older Residential road that is a dead end. This is not a collector street and the NCDOT says this as well. This road was built for Residents and needs to stay this way to keep it quiet and peaceful for all the folks who live on this road.	Live on it	28278	This Road is definitely not a collector street. It is one way in and one way out. Even Charlotte's Zoning Ordinance definition of a local street fits Woody point rd. Perfectly.	Collector	Thank you for your comment. The classification of Woody Point Road is now the subject of an appeal that will be decided by the Zoning Board of Adjustment (ZBA). That hearing is currently scheduled for the September 27th ZBA meeting.

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13525 Woody Point Rd	No	Woody Point Rd. is not a collector street as the map incorrectly now shows. Woody Point Rd. does not collect traffic from local streets and deposit the traffic onto higher volume streets. By the definitions provided in The City of Charlotte Zoning Ordinance Chapter 2, subsection 2.201 Definitions AND the definitions provided in the Draft Charlotte Streets Map (October 13, 2021) "Table 2.1 Street Types", Woody Point Rd. ONLY meets the definition of a "local" street.	I live on this street at the address listed above.	28278	In the 1st Draft of the Charlotte Streets Map (CSM), Woody Point Rd. (WPR) was classified as a local street. The city had no justification for changing WPR's classification back to a collector street. There were no public comments regarding this classification as a local street in the 1st Draft of the CSM indicating WPR should not have been changed back to a collector street in the 2nd Draft. WPR. has a functional classification by the NCDOT as a local street. The City of Charlotte Zoning Ordinance's definition of a local street fits WPR exactly. By changing WPR back to a collector street, the city is violating their own Zoning Ordinance. The Subdivision Ordinance also has certain criteria that a street must meet to be classified as a collector street. WPR does not meet any of the criteria spelled out in this ordinance to qualify it as a collector street. I would like to see the City of Charlotte follow the NCDOT classification and its own zoning ordinances.	Collector	Thank you for your comment. The classification of Woody Point Road is now the subject of an appeal that will be decided by the Zoning Board of Adjustment (ZBA). That hearing is currently scheduled for the September 27th ZBA meeting.
13525 Woody Point Rd, Charlotte, NC	No	Woody Point Rd. is not a collector street as the map incorrectly now shows. Woody Point Rd. does not collect traffic from local streets and deposit the traffic onto higher volume streets. By the definitions provided in The City of Charlotte Zoning Ordinance Chapter 2, subsection 2.201 Definitions AND the definitions provided in the Draft Charlotte Streets Map (October 13, 2021) "Table 2.1 Street Types", Woody Point Rd. ONLY meets the definition of a "local" street. Woody Point Rd. is a quiet	We live on this street with our kids, my elderly mother and our animals.	28278	In the First Draft of the Charlotte Streets Map, Woody Point Rd. was classified as a local street. The city had no justification for changing Woody Point Rd.'s classification back to a collector street in the Second Draft of the Streets Map. There were no public comments regarding Woody Point Rd's classification as a local street in the First Draft of the Streets Map indicating Woody Point Rd. should not have been changed back to a collector street in the Second Draft. Woody Point Rd. has a functional classification by the NCDOT as a local street. The City of Charlotte Zoning Ordinance's definition of a local street fits Woody Point Rd exactly. By changing Woody Point Rd. back to a collector street, the city is violating their own Zoning Ordinance. The Subdivision Ordinance also has certain criteria that a street must meet to be classified as a collector street. Woody Point Rd. does not meet any of the criteria spelled out in this ordinance to qualify it as a collector	Collector	Thank you for your comment. The classification of Woody Point Road is now the subject of an appeal that will be decided by the Zoning Board of Adjustment (ZBA). That hearing is currently scheduled for the September 27th ZBA meeting.
13631 Woody Point	No	Woody Point Rd. in its current design, by the City of Charlottes' definition, is not a collector street. Woody Point Rd. does not collect traffic from local streets and distribute said traffic to a near-by arterial street. To gain access to Woody Point Rd., one must enter and exit solely via Shopton Road West. There are literally no other streets that feed into this lane. To reiterate, Woody Point Rd. is a quiet, narrow, dead end strictly residential street with no side streets feeding into it.	Own and a resident on Woody Point Rd.	28278	<Null>	Collector	Thank you for your comment. The classification of Woody Point Road is now the subject of an appeal that will be decided by the Zoning Board of Adjustment (ZBA). That hearing is currently scheduled for the September 27th ZBA meeting.
13707 Woody Point Rd	No	Small narrow residential street. Woody Point Rd. does not collect traffic from local streets and deposit the traffic onto higher volume streets. By the definitions provided in The City of Charlotte Zoning Ordinance. Very minimal traffic for local residents. It is a quiet street and has been classified incorrectly in my opinion.	Own property and primary residence.	28278	Collector streets are high traffic volume streets which, Woody Point Rd. clearly is not.	Collector	Thank you for your comment. The classification of Woody Point Road is now the subject of an appeal that will be decided by the Zoning Board of Adjustment (ZBA). That hearing is currently scheduled for the September 27th ZBA meeting.
13809 Woody Point Rd	No	Woody Point is dead-end street ending in Lake Wylie. It is only one mile long. It is small road with only residential properties.	Have lived here for over 25 years.	28278	We think the designation of Collector street is not accurate	Collector	Thank you for your comment. The classification of Woody Point Road is now the subject of an appeal that will be decided by the Zoning Board of Adjustment (ZBA). That hearing is currently scheduled for the September 27th ZBA meeting.

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Benfield Road	No	This map shows Benfield cutting through The Green at Prosperity Village. The City paid over \$300k in 2019 to provide this neighborhood amenity and according to this map, CDOT wishes to cut off the entire base of it - including the wide sidewalk, fencing, pergola and power outlets - in order to allow cars to move faster. I'm hoping this map is just inaccurate, but I do know that CDOT approached a developer about paying to do this and he said no. So I wonder who CDOT plans to approach next.	This area is an amenity. Surrounding business use the park daily and it's also used for community events. The city maintains it and provides grant \$ to support events.	28269	Vision Zero is about protecting pedestrians. Do not realign Benfield so that cars can move faster.	Cross-section	Thank you for your comment. There is no plan to realign Benfield Road or to impact any amenities located in The Green. The aerial imagery and GIS line for Benfield Road are simply misaligned in this area. The data for Benfield Road will be adjusted to eliminate this confusion.
Billingsley PUD - Meck Co. Land	No	Multi-modal Urban Greenway Opportunity	Live near it	28211	This would be a great urban greenway connection to connect the neighborhood with the neighborhood schools and parks	General/Request	Thank you for your comment. The Streets Map does not address greenways or bike/pedestrian connections that are not directly adjacent to a street. The City will share this comment and suggestion with Mecklenburg County Park and Recreation.
Fairview west of Providence	No	I don't know where there is room to widen the road here - I am very concerned about what this would mean for my property.	My house has Fairview Rd on one side of it - we are the first house on a street.	28211	<Null>	Cross-section	Thank you for your comment. The Streets Map identifies this segment of Fairview Road as a 6+ boulevard in anticipation of future capacity needs. There is not currently a planned or funded project to widen Fairview Road. However, Fairview Road has been identified in the Strategic Mobility Plan as a Mobility Improvement Corridor that needs further study to identify and evaluate potential projects given the corridor's constraints. More information about the Strategic Mobility Plan is available at <a href="https://charlottenc.gov/smp">https://charlottenc.gov/smp</a> .
Four Mile Creek Rd entire length	Yes	<Null>	home neighborhood	28277	Sidewalks needed entire length to finish connection from Raintree Ln to Ballantyne Commons, Charlotte Latin and JM Robinson schools nearby	General/Request	Thank you for your comment. Sidewalks may be constructed through the land development process or prioritized and funded through the Pedestrian Program. More information on the Pedestrian Program is available at <a href="https://charlottenc.gov/Transportation/Programs/Pages/PedestrianandSidewalk.aspx">https://charlottenc.gov/Transportation/Programs/Pages/PedestrianandSidewalk.aspx</a> .
Hilliard	No	this is a local street that functions as a cut through.	live	28205	a couple things: once shamrock is redone, the easy-entrance to Hilliard (functioning as a cut through to Eastway) may experience some relief. However, the park on the other side of Eastway is inaccessible from Hilliard, traffic is not allowed to turn left onto Hilliard, and the only land use along hilliard is residential and Shamrock Park (+ one rarely used church). For those reasons, I believe Hilliard should be categorized as a local street and treated as such to relieve the street from cut-through traffic and the corresponding increased speeds.	Classification	Thank you for your comment. Hilliard Street is classified as a collector street based on the direct interesections between two arterials (Shamrock Drive and Eastway Drive) and the multiple local streets and residential areas to which Hilliard Street provides direct access.
Morehead St	No	Does it make sense to recommend a wide cross section that will require all the existing trees to be removed?	Walk / bike / run	28203	Will bikers want to bike on a 5 lane roadway? That doesn't seem like a good idea.	Cross-section	Thank you for your comment. Future curb lines associated with Streets Map cross-sections and building setbacks in the Unified Development Ordinance ensure that newly constructed buildings and streetscapes are put in the correct place and adequate space is provided for the proposed cross-section to be implemented in the future. The Streets Manual allows for potential modifications to the design and location of individual street components in certain circumstances and the Unified Development Ordinance includes language that allows for protection of heritage trees.
Mores Chapel Rd	No	want to see a reduction in truck traffic on this road	it is my primary access to the I-485	28214	<Null>	General/Request	The presence of truck traffic on Moores Chapel Road is likely a result of the existing Manufacturing and Logistics land uses. The Streets Map proposes a 2+ Avenue with shared use paths to improve safety and mobility for all users.
NC 49	Yes	Please do not put a superstreet here.	Commute / Business	28262	This is the front door of UNC Charlotte, where thousands of students cross daily.	Classification	Proposed projects and any intersection designs on NC-49 are under the jurisdiction of the North Carolina Department of Transportation.
North Davidson south of 33rd	No	why not plan for the future and allow this popular main street to extend further south (or north or both)	yes	28205	Let this street continue becoming great!	Classification	Main Street designation is reserved for very short segments of corridors, where driveways are very limited, and where cyclists and vehicles can comfortably mix. The 2-lane avenue designation traveling north and south of the Main Street portion of North Davidson will still allow for multimodal transportation and a mix of uses that will connect to and support the Main Street segment. The proposed cross-section includes dedicated bicycle lanes and an improved streetscape with planting strip and sidewalk.
Raintree Ln and Providence Rd	Yes	<Null>	home	28277	Traffic Light suggested due to heavy school and minor thoroughfare traffic	General/Request	Thank you for your comment. The Streets Map does not address specific intersection designs or traffic signals. This comment will be shared with the appropriate City staff for further evaluation.

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Ridge Road extension	No	is it still necessary? The combination of Benfield, Prosperity Church Rd and Prosperity Ridge Road has taken the weight off Eastfield Rd. Is there a reason why folks need to get to Eastfield Rd faster?	<Null>	28269	Homeowners vehemently objected to this project and it was put on hold indefinitely. What stats need to exist to prove that this road is or is not necessary?	Future Street	Thank you for your comment. When the adjacent subdivisions were originally developed, the right-of-way for a potential future extension of Ridge Rd was dedicated and parcel boundaries reflect that for most of the potential alignment. Future streets are often built, or have right-of-way dedicated, incrementally over time through land development. If the areas on the eastern and western ends of this potential extension were to ever redevelop, this area would be revisited according to adopted connectivity policies and development ordinances. There is not currently a planned or funded project to construct this road extension.
W. Hill at Morris	No	why do you not call this intersection an d Uptown street?	<Null>	<Null>	<Null>	Uptown Street	Thank you for your comment. The gap in the data will be closed to show Hill Street and Eldridge Street intersecting.
Wallace Road Extension	No	Needs to follow Silver Line alignment	Future street	<Null>	<Null>	Future Street	The potential Wallace Road extension serves a different role in the network than the proposed Silver Line light rail. Also, a light rail project may contain grade separations, or bridges, which allow it to follow a different alignment than a proposed roadway that requires other design considerations such as at-grade intersections and spacing distance from existing traffic signals.
Woody Point Rd	No	Woody Point Rd. is a quiet, narrow, dead end strictly residential street with no side streets feeding into it. Woody Point Rd. is not a collector street as the map incorrectly now shows. No traffic is collected from local streets and deposited onto higher volume streets. By the definitions in the Charlotte Zoning Ordinance Chap 2, subsection 2.201 Definitions AND those in the Draft	Live on it - 13409 Woody Point Rd.	28278	Woody Point Rd. functions only as a local street in the Steele Creek community. It is a 1 mile long, quiet, narrow, dead end strictly residential street with no side streets feeding into it. It is a very low traffic volume street where residents begin or end their daily trips at their homes. Collector streets are high traffic volume streets which, Woody Point Rd. clearly is not.	Collector	Thank you for your comment. The classification of Woody Point Road is now the subject of an appeal that will be decided by the Zoning Board of Adjustment (ZBA). That hearing is currently scheduled for the September 27th ZBA meeting.
Woody Point Road	No	Quiet country dead-end road. A fire house definitely be out of place.	Hunt on properties on this road	29745	Seems its a zoning mistake	Collector	Thank you for your comment. The classification of Woody Point Road is now the subject of an appeal that will be decided by the Zoning Board of Adjustment (ZBA). That hearing is currently scheduled for the September 27th ZBA meeting.
WT Harris Blvd - east of McCullough Dr to west of JW Clay Dr	No	While an arterial for miles, this section should be permeable to pedestrians. I regularly see people crossing here and as the area adds density, this will become more frequent.	business, commute and cross on foot regularly	28262	This is the heart of the city's 2nd largest employment center, and slowing traffic for 1/2 mile should be possible, especially with the volume at Harris and Tryon.	General/Request	Thank you for your comment. Pedestrian crossings are especially important in Regional Activity Centers, however, any potential changes to the function of WT Harris Boulevard (NC-24) and its intersections will require coordination with the North Carolina Department of Transportation. Additional review, refinement, and engagement of specific street cross-sections will occur during the upcoming Community Area Planning Process.