

Rezoning Transportation Analysis

Petition Number: Zoning Petition #2021-019

General Location Identifier: 14907304

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Reviewer: Kevin Parker
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Revision Log:

Date	Description
02-25-2021	First Review (KP)
08-23-2021	Second Review (KP)
09-17-2021	Third Review (KP)
11-04-2021	Fourth Review (KP)

General Review Information

The petition is located adjacent to Woodlawn Road (State-maintained, major thoroughfare) near South Boulevard (City-maintained, major thoroughfare), inside the limits of Route 4. Additionally, this site is located within the South Corridor and inside the limits of the Woodlawn Transit Station Area Plan.

Active Projects Near the Site:

- None

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is 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.

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

Transportation Summary

The site is located near the northwest corner of the South Boulevard and Woodlawn Road, City-maintained and State-maintained major thoroughfares. In accordance with City Ordinances and WALKS Policy, the petitioner has committed to pedestrian improvements along the site's frontage of Woodlawn Road. CDOT has no outstanding items.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Restaurant	5,396 SF	605	Tax Record
Entitlement with Current Zoning	TOD-CC	N/A	Too many uses to determine	General Guidance from Planning

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Proposed Zoning	TOD-TR	N/A	Too many uses to determine	General Guidance from Planning
Proposed Zoning	Drive in Bank	2,530 SF	330 Trips	Site Plan: 8/16/2021

Provide comments to the specified comments below.

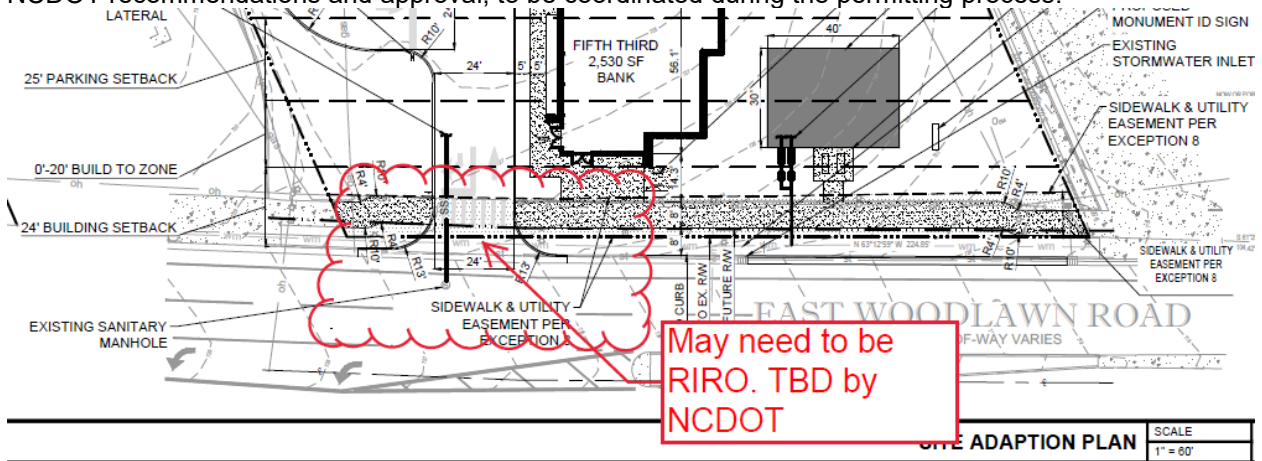
Outstanding Issues

Strikethrough = Resolved

1. ~~Traffic Study:~~

~~A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.~~

2. ~~Including a conditional note that the proposed site access, off Woodlawn Road, will be subject to NCDOT recommendations and approval, to be coordinated during the permitting process.~~



T WOODLAWN ROAD SIDEWALK AND ROW IDSCAPE REQUIREMENTS:

V EIGHT (8) FOOT SIDEWALK WITH AN EIGHT (8) FOOT PLANTING STRIP IS RED. A CONTINUOUS PERIMETER PLANTING STRIP, LOCATED IN THE PUBLIC OF-WAY BETWEEN THE CURB AND SIDEWALK OR ON PRIVATE PROPERTY

BASE DIMENSIONAL STANDARDS(Section 15.2):

REQUIRED SETBACK LINE BY FRONTAGE TYPE (FROM FUTURE BACK OF CURB): TWENTY-FOUR (24) FEET FOR 4.5 LANE AND THIRTY (30) FEET FOR SIX PLUS (6+) LANE** THE FUTURE BACK OF CURB AS MEASURED FROM THE STREET CENTER LINE FOR EAST WOODLAWN AVENUE (477 TO ROCKFORD COURT) IS FORTY-TWO (42) FEET. **SEE CITY PLANNING DEPARTMENT WEBSITE FOR FURTHER INFORMATION.

BUILDING HEIGHT (Section 15.2.1.C):

BUILDING HEIGHT STANDARDS GOVERN THE MINIMUM AND MAXIMUM HEIGHTS OF BUILDINGS, AND ARE INTENDED TO PROVIDE FLEXIBILITY WHILE MAINTAINING APPROPRIATE TRANSITIONS TO ADJACENT AREAS. MINIMUM: NO MINIMUM BUILDING HEIGHT IN TOD-TR

3. ~~A site plan note(s) specifying dedication and fee simple conveyance of all rights-of way to the City and/or NCDOT before the site's first building certificate of occupancy is issued is needed. CDOT requests rights-of way set at 2' behind back of sidewalk where feasible.~~

4. ~~A site plan note specifying that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued is needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.~~

5. ~~Revise the conditional notes by including the following note:~~

~~All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on it's own or in conjunction with other development or roadway projects taking place within the broad south Mecklenburg area, by way of private/public partnership efforts or other public sector project support.~~

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Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

1. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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, per the City of Charlotte's Driveway Regulations.
3. 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 NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall be identified on the site plan.
4. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and NCDOT 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit 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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
8. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
9. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>