

# Rezoning Transportation Analysis

Petition Number: 2022-212

General Location Identifier: 14920619

**From:** Jake Carpenter, PE

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**Reviewer:**

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## Revision Log:

Date	Description
4-27-23	First Review (PDM)
5-24-23	Second Review (DR)
6-8-23	Third Review (DR)
7-26-23	Fourth Review (PDM)
8-29-23	Fifth Review (NK)

## General Review Information

The petition is located at the intersection of Woodlawn, a State-maintained major thoroughfare, and Park Road, a City-maintained major thoroughfare. The petition is located in the Park Rd./Woodlawn Rd Activity Center inside Route 4, within the Park Road Corridor Plan.

## Active Projects Near the Site:

- Adler Montford Park (SDRMF-2022-00010)
  - This is a mixed-use residential development just to the west of the petitioner's site. As part of this project, they will be extending the east bound left turn lane on Woodlawn which will effect the curb line of the petitioner's site.
  - N/A

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*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.*

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

## Transportation Summary

The site is located at the intersection of Woodlawn, a State-maintained major thoroughfare, and Park Road, a City-maintained major thoroughfare. A Traffic Impact Study (TIS) is not required for this site due to the site generating less than 2,500 daily. Site plan and conditional notes commit to 8' sidewalks and reservation of 8 feet for future bike facilities based off curb line established by the adjacent Adler Montford Park project and streetscape. There are no further outstanding CDOT transportation issues.

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## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	<i>Tax Record</i>
Entitlement with Current Zoning	Retail (B-1, 0.86 acres)	8,600 SF	595	<i>General Guidance from Planning</i>
Entitlement with Current Zoning	Convenience Store/ Gas Station (B-1, 0.86 acres)	10 Fueling Positions	2,435	<i>General Guidance from Planning &amp; RZP# 1987-055</i>
Proposed Zoning	Fast Food with Pick-Up Window (MUDD-O, 0.86 acres)	3,000 SF	1,355	<i>Site Plan: 11-17-22</i>
Proposed Zoning	Fast Food with Pick-Up Window (MUDD-O, 0.86 acres)	2,669 SF	1,250	<i>Site Plan: 5-12-23</i>

Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

## Outstanding Issues

**Strikethrough = Resolved**

### 1. ~~Curbline:~~

~~**Woodlawn Road:** Location of curb and gutter to be moved to 8 feet from existing roadway curbline to accommodate the Charlotte Streets Map with a roadway typical section of a four plus avenue with bike lanes.~~

~~**Park Road:** Location of curb and gutter to be moved to 8 feet from existing roadway curbline to accommodate the Charlotte Streets Map with a roadway typical section of a four-lane avenue with buffered bike lanes. The curb line should be moved to provide space for the buffered bike lanes.~~

~~NOTE: Additional distance from center line to back of curb may be required in locations where a median is present or around intersections and interchanges.~~

~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

### 2. ~~Traffic Study:~~

~~A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating less than 2,500 daily trips and/or not triggering any other City TIS requirements.~~

### 3. ~~Revise site plan and conditional note(s) to commit to dedicate right-of-way located a minimum of 2ft behind the back of proposed curb on Park Road and on Woodlawn Road. The site plan shall label and dimension the right of way from the road centerline.~~

### 4. ~~Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 6-foot sidewalk on Park Road and to construct an 8-foot planting strip, and 8-foot sidewalk on Woodlawn~~

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~~Read per Chapter 19. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement. In addition, remove Transportation conditional note III.c.~~

- ~~5. Add a conditional note specifying "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."~~
- ~~6. Revise site plan to specify the proposed access points on Woodlawn and Park Road to be right-in/right out.~~
- ~~7. Revise site plan and conditional note(s) to commit to re-construct the ADA curb ramps and pedestrian signals on the sites corner to be ADA and PROWAG compliant with the sidewalks along the sites frontage.~~
- ~~8. Revise site plan and conditional note(s) to commit to construct bicycle facilities on Park Road by locating the curb and gutter 8 feet from the existing curb line to meet the Council-adopted Charlotte BIKES Policy.~~

~~Revise site plan and conditional note(s) to commit to construct bicycle facilities on Woodlawn Road by locating the curb 8 feet from the existing curb line to meet the Council-adopted Charlotte BIKES Policy. The 8 feet shall be measured from the curb line established by the Adler Montford Park (SDRMF-2022-00010) project.~~

**Outstanding Comment 5.24.2023:** ~~In relation bicycle facilities, add conditional note to site plan that 8 feet shall be measured from the curb line established by Adler Montford Park (SDRMF-2022-00010) project.~~

- ~~9. **Comment Rescinded:** CDOT REQUEST: Revise site plan and conditional note(s) to reserve space to provide future dual left turn lanes on the eastbound approach of Woodlawn Road.~~
- ~~10. Add a conditional note specifying "All transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes."~~
- ~~11. Add conditional note specifying "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 its own or in conjunction with other development or roadway projects taking place within the broad southwestern Mecklenburg area, by way of a private/public partnership effort or other public sector project support."~~

## 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. 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.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 50' x 50' sight triangles (and two 10' x 70' sight triangles on NCDOT-maintained streets) are required for the

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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.

3. 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.
4. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link:  
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>