


Charlotte Department of Transportation

Memorandum

Date: January 27, 2011

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Michael A. Davis, PE 
Development Services Division

Subject: Rezoning Petition 11-016: Approximately .26 acres located on the west side of Margaret Wallace Road near the intersection of Margaret Wallace Road and Idlewild Road.

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 implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Wedge. Such areas should include an interconnected network of thoroughfares and local streets. Specific comments are provided below to better link proposed changes in land use with improved transportation network.

Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are provided below to bring the petition into compliance with best practices for multimodal transportation.

Vehicle Trip Generation

With the array of uses allowed in B-1 zoning category, a wide range of trip generation is possible for the existing zoning scenarios. Under the proposed zoning the site could generate approximately 510 trips per day. Given the size of the site and its proximity to the good street network in the area, there should only be minor impacts to the transportation system resulting from this rezoning.

CDOT requests the following changes to the rezoning plan:

1. Margaret Wallace Road is a major thoroughfare requiring more than the minimum 100 feet of right-of-way because the development is located at the intersection of two major thoroughfares. We request that the petitioner convey 70 feet of right-of-way from the centerline of Margaret Wallace Road in fee simple title, consistent with right-of-way dedications already made by the adjacent parcels.

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. Since access is proposed to an NCDOT-maintained roadway, they may also require a left-turn lane as part of their driveway permit approval process. They may have additional or different requirements for their approval than what is identified in this rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.
2. The installation of the median in Margaret Wallace Road to restrict the driveway to right-in/right-out may require additional roadway improvements including but not limited to milling, pavement overlay, signal modifications, improvements across Idlewild Road, pavement markings, and signage at the cost of the developer. These improvements will be determined during the driveway permit approval process.
3. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' and two 10' x 70' sight triangles are required for the 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.
4. The proposed driveway connection(s) to Margaret Wallace Road will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation 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. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. 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 the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

If we can be of further assistance, please advise.

- c: R. H. Grochoske (via email)
J. A. Carroll – Review Engineer (via email)
B. D. Horton (via email)
A. Christenbury