


Charlotte Department of Transportation

Memorandum

Date: May 1, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam 
Development Services Division

Subject: Rezoning Petition 07-072: Located on the northeast corner of Sam Wilson Road and West Pointe 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 Corridor 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 3,100 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,300 trips per day. This will have a lesser impact on the surrounding thoroughfare system.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. CDOT has determined that a left-turn lane is necessary to serve the traffic using the proposed public street/private driveway connection for this site. Because this connection to Sam Wilson Road is opposite an existing public street, due to safety considerations a left-turn lane will also be required to serve Margo Drive. The engineering design and construction of the left-turn lanes is the responsibility of the owner, and shall be performed by a professional engineer registered in the State of North Carolina who has roadway-design experience. This roadway improvement is required to meet the traffic demands of the proposed development. CDOT will only approve the proposed driveway connection provided that the left-turn lanes are constructed on Sam Wilson Road. We recommend the rezoning plan reflect the design of

the required left-turn lanes. The left-turn lanes should be designed with a minimum 150 feet of storage, 15:1 bay tapers, and 50:1 through lane tapers.

2. An 8-foot planting strip and a 6-foot sidewalk need to be constructed on the site's Sam Wilson Road frontage. (TAP- best practices)
3. An internal sidewalk network connecting the buildings to a sidewalk on both sides of the main driveway is needed. Additionally, sidewalks connecting building Parcels A and C to the sidewalk on Sam Wilson Road are needed. (TAP)

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests.

1. Directional wheelchair ramps (two per corner) should be provided at all intersections of public and private streets. (TAP)

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

Sam Wilson Road is a minor thoroughfare requiring a minimum of 70 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 35 feet from the centerline of the roadway.

Adequate sight triangles must be reserved at the proposed street entrance. Two 35' x 35' and two 10' x 70' sight triangles are required for the entrance to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance. Such items should be identified on the site plan.

The proposed driveway connection to Sam Wilson Road will require a driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location and type/width of the driveway will be determined by CDOT during the driveway permit process. The location of the driveway shown on the site plan is 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 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.

Keith MacVean

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If we can be of further assistance, please advise.

SLP

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