



# Charlotte Department of Transportation

## Memorandum

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**Date:** February 17, 2012

**To:** Tammie Keplinger  
Charlotte-Mecklenburg Planning Department

**From:** Michael A. Davis, PE *Mike Davis*  
Development Services Division

**Subject:** Rezoning Petition 12 - 026: Approximately 3.60 acres located on the northwest corner at the intersection of North Wendover Road and Marvin Road

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CDOT has completed a review of the subject petition in order to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte'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. Based on our review of the petition, we offer the following comments.

### Vehicle Trip Generation

This site could generate approximately 600 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 300 trips per day. This will have a minor impact on the surrounding thoroughfare system.

### CDOT requests the following changes to the rezoning plan:

1. Wendover Road is classified as a major thoroughfare according to the MUMPO thoroughfare plan, requires 100 ft of total right-of-way. As such, we request the petitioner dedicate and convey an additional 10 ft of right-of-way in fee simple, measured from the existing right-of-way line along the petitioner's property frontage on Wendover Road.
2. We request that the petitioner show an internal vehicular pedestrian route that will connect each existing building to both public streets via concrete sidewalks.
3. We request the petitioner show a vehicular cross access connection between the two existing parking lots in the rear of the parcel, to reduce vehicle trips entering the Marvin Rd. and Wendover Rd. signalized intersection.

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. According to the City of Charlotte's Driveway Regulations, 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. Adequate sight triangles must be reserved at the existing street intersection. One 35' x 35' and 10' x 70' sight triangle is required at the Marvin Road & Wendover Road intersection to meet these requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the intersection. Such items should be identified on the site plan.
2. The existing driveway connections to Wendover Road and Marvin Road will require driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways shown on the site plan are subject to change in order to align with driveways on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
3. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
4. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
5. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard items (i.e. 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 items. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

If we can be of further assistance, please advise.

DR

cc: R. H. Grochoske  
B. D. Horton  
Rezoning File