



# Charlotte Department of Transportation

## Memorandum

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**Date:** October 25, 2013

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

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

**Subject:** Rezoning Petition 13-091: Approximately 11.38 acres located on the north side of Marvin Road, east of Johnston Road, between Donnington Drive and Wilklee Drive.

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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 390 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 590 trips per day.

### In addition to the comments above, CDOT requests the following changes to the rezoning plan:

1. If the petitioner is required to install curb and gutter across its property frontage along Marvin Road, the proposed curb and gutter will need to be placed in a location that accommodates an 11' thru lane and a 5' bike lane. These dimensions will be measured from the edge of the required left turn lane. CDOT also requests the petitioner provide an 8' planting strip and a 6' sidewalk along the site's frontage on Marvin Road.

### 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 all private street and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte. CDOT has determined that a left-turn lane is necessary to serve the traffic using the proposed public street connection for this site. The engineering design and construction of the left-turn lane 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. CDOT will only approve the proposed public street connection provided that a left-turn lane is constructed on Marvin Road. We recommend the rezoning plan reflect the design of this required left-turn lane prior to approval of the public street connection. The left-turn lane needs to be designed using

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NCDOT standards with a minimum 150 feet of storage. This roadway improvement is required to meet the traffic demands of the proposed development.

2. 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.
3. The proposed street connection to Marvin Road will require a driveway permit to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact street location and type/width of the street will be determined by CDOT during the driveway permit process. The location of the street shown on the site plan is subject to change in order to align with streets 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 to be 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. 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.Leonard

cc: S. Correll  
Rezoning File