


# Charlotte Department of Transportation

## Memorandum

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**Date:** November 28, 2007

**To:** Keith MacVean  
Charlotte-Mecklenburg Planning Department

**From:**   
Scott L. Putnam  
Development Services Division

**Subject:** Rezoning Petition 07-142: Located on the south side of Romany Road  
between Scott Avenue and Kenilworth  
Avenue (revised 11/7/07)

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We previously commented on this petition in our October 30, 2007 memorandum to you.

**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 Wedge and appears to support the Centers, Corridors and Wedges land use strategy as appropriately scaled development within a Wedge.
- 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 190 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 190 trips per day. Therefore the proposed development is trip neutral and will have a minor impact on the surrounding thoroughfare system.

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

1. As currently shown on the site plan, the building/parking is located in the future rights-of-way of Scott and Kenilworth Avenues and would not be approved. It has been determined that the face of the building/parking envelope/setback line needs meet and be aligned with the future right-of-way line. The face-of-future curb will be measured 14 feet from the proposed right-of-way line. (*Previous Review Comment-1*)

2. As shown, it does not appear that the proposed one way and two-way driveways meet minimum width requirements. The driveways need to be constructed as Type II-modified driveways with 8-foot minimum radii for passenger vehicles and 16-foot radii for commercial vehicles (waste collection and single unit delivery vehicles). Proposed driveway widths and radii need to be shown. The driveways need to be labeled as being closed with curb gutter, existing, proposed, or modified from existing. (*Previous Review Comment-1*)
3. The Duke Power easement needs to be shown on the conditional site plan to see if there are any building or driveway conflicts, not just the Dilworth Plan's prescribed distance from building to power line. (*Previous Review Comment-1*)
4. The conditional site plan needs to provide an internal system of sidewalks that connects the building entrance(s) to the sidewalk(s) along both Scott and Kenilworth Avenues, and shown on the plan. (*Previous Review Comment-1*)

If we can be of further assistance, please advise.

SLP

- c: R. H. Grochoske (via email)  
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Rezoning File