



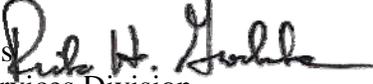
# Charlotte Department of Transportation

## Memorandum

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**Date:** March 2, 2009

**To:** Tom Drake & Tammie Keplinger  
Charlotte-Mecklenburg Planning Department

**From:** Michael A. Davis   
Development Services Division

**Subject:** Rezoning Petition 09-024: Located on the northwest corner of Keswick Avenue and Bancroft Street (revised 2/12/09)

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We previously commented on this petition in our January 27, 2009 memorandum to you.

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

1. The existing driveway on Keswick Avenue needs to be shown as "To Be Removed" on the site plan. (*Previous Review Comment*)
2. The proposed driveways to Keswick Avenue and Bancroft Street need to be located and designed to meet the City's *Driveway Regulations*. The driveways need to be labeled as Type II-Modified driveways, 20 feet in width (minimum) for one-way movement, located 15 feet (minimum) from the side property line (Bancroft Street driveway), and 20 feet (minimum) from the corner radius return (Keswick Avenue driveway). (*Previous Review Comment*)
3. CDOT understands the design vehicle for using the proposed loading dock is a WB-50 truck. The design vehicle (truck) should to be able to maneuver on-site, outside of the right-of-way and setback and more importantly not "block and/or maneuver" within the two public streets either entering or exiting the site. CDOT has checked the turning radius for a large truck (WB-50) to enter/exit the site as proposed by Urban Design (dated February 11<sup>th</sup>) and it appears that a WB-50 design vehicle does not comply with the zoning ordinance and the exiting maneuver onto Keswick Avenue indicates the truck would encroach onto opposite curb and would cause rutting in the planting strip. None of the four exiting solutions proposed by Urban Design are acceptable to CDOT. It appears a WB-50 design vehicle is too large for this site, and a smaller design vehicle will need to be used for this site in order that all the maneuvering can occur outside the right-of-way and setback lines. The restriction of a smaller design vehicle to be included in a conditional transportation note on the site plan.

The building extension appears to conflict with the existing/proposed cross access to the adjacent I-2 parcel. This movement needs to be shown on the site plan as well. (*Previous Review Comment*)

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4. Gates are shown on the site plan at each proposed driveway location. Typically gates are required to be offset from the right-of-way and recessed into the site for a distance equal to the truck length to avoid trucks waiting on public streets to gain entry in the event that the gate is closed. One solution to this issue maybe to specify as a conditional site plan note that all driveway gates shall remain open during delivery/business hours. (*Previous Review Comment*)

If we can be of further assistance, please advise.

MAD

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