



Charlotte Department of Transportation

Memorandum

Date: January 27, 2009

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 09-024: Located on the northwest corner of Keswick Avenue and Bancroft Street

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 80 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 100 trips per day. This 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. Along Bancroft Street, the developer needs to construct 5-foot sidewalks behind an 8-foot planting strip.
2. The existing driveway on Keswick Avenue needs to be shown as "To Be Removed" on the site plan.
3. 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).

4. Design vehicle maneuvering must be shown on the site plan. The design vehicle (truck) needs to be able to maneuver on-site, outside of the right-of-way and setback. CDOT has preliminarily checked the turning radius for large trucks to enter the site and maneuver into the loading dock area on the submitted site plan. It appears that a WB-50 design vehicle does not comply with the zoning ordinance because maneuvering takes place within the setback. The proposed dumpster location and building extension appear 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. If the vehicle size needs to be restricted in order for maneuvering to occur outside the right-of-way and setback, this restriction needs to be included in a note on the plan.
5. Gates are shown on the site plan at each proposed access. 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.

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

Adequate sight triangles must be reserved at the existing street intersection. A 35' x 35' sight triangle needs to be shown at the intersection of Keswick Avenue and Bancroft Street to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance(s). Such items should be identified on the site plan. A 10'x10' pedestrian sight triangle is required at each side of the proposed driveway, measured along the back of walk and the edge of the driveway.

The proposed driveway connection(s) to Keswick Avenue and Bancroft Street will require driveway permit(s) to be submitted to CDOT for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are 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.

Tom Drake & Tammie Keplinger

January 27, 2009

Page 3 of 3

To facilitate building permit/driveway permit review and approval, the site plan must be revised to include the following:

Meet applicable standards in the Charlotte Land Development Standards Manual (latest revision).

Dimension width of the existing and proposed driveways.

New/reconstructed driveways must be drop curb Type II-Modified driveways.

Indicate the locations and widths of all adjacent and opposing driveways.

Indicate typical parking module dimensions.

Include a parking summary with figures for the numbers of parking spaces required and provided for the entire combined site.

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

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske (via email)
S. L. Habina – Review Engineer (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E. D. McDonald (via email)
T. Votaw (via email)
Robert E. Mason & Associates, Inc (via email)
K&L Gates/Bailey Patrick & Collin Brown (via email)
Rezoning File