



Charlotte Department of Transportation

Memorandum

Date: September 5, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-134: Located on the southeast corner of Selwyn Avenue and Queens Road West
(revised 8/15/08)

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.
- 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 140 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 280 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. The proposed setback along Selwyn Avenue needs to be measured from the future curblineline which adds 2.5' to the face of the existing curb. The new sidewalk needs to be constructed at a location that is 11' (8' planting strip + 3' to back of proposed curblineline) from the back of the existing curb along Selwyn Avenue. (*Previous Comment-2*)
2. Selwyn Avenue is currently being evaluated for a road conversion via resurfacing that may provide two 4.5' bicycle lanes on paved gutters and a 3-lane cross-section of two 10' travel lanes and an 11' two-way left-turn lane (or 10' dedicated left-turn lane at intersections) and intermittent pedestrian refuge islands. To maximize the capacity of reduced lanes, the petitioner needs to eliminate the driveway on Selwyn Avenue, restricting access to only Queens Road West. (*Previous Comment-2*)

Tom Drake & Tammie Keplinger

September 5, 2008

Page 2 of 2

3. Selwyn Avenue is a thoroughfare inside Route 4 requiring a right-of-way of 80', measuring 40 feet from the centerline of the roadway. We request that an additional 5' of right-of-way be dedicated to meet this requirement and noted on the site plan. (*Previous Comment-2*)

If we can be of further assistance, please advise.

SLP

- c: R. H. Grochoske (via email)
- J. A. Carroll – Review Engineer (via email)
- B. D. Horton (via email)
- A. Christenbury (via email)
- M. A. Makoid (via email)
- The Boulevard Company, Kenneth Abner. (via email)
- K.L. Gates/John Carmichael & Laura Simmons (via email)
- NCDOT/Louis Mitchell (via email)
- NCDOT/Scott Cole (via email)
- Rezoning File