



Charlotte Department of Transportation

Memorandum

Date: August 18, 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

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 developer needs to construct 6' minimum sidewalks (required by UR zoning) along Selwyn Avenue and Queens Road West, maintaining an 8' minimum planting strip back of future curb line. In the case of Queens Road West, the future curb line is the same as existing, meaning 8' planting strips along existing curb. However, in the case of Selwyn Avenue, the preferred cross-section would add 2.5' to the curb line (face). The new sidewalk needs to be constructed at a location that is 11' (8' planting strip + 3' to back of proposed curbline) from the back of the existing curb along Selwyn Avenue.
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.

3. Selwyn Avenue is a thoroughfare inside Route 4, requiring an additional 5' of right-of-way along Selwyn Avenue be dedicated to move the existing 70' right-of-way towards the adopted future width of 80'.

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

The proposed driveway connection(s) to Queens Road West will require a 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.

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.
- 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.
- Directional wheelchair ramps (two per corner) need to be provided at the intersection of Selwyn Avenue and Queens Road West.

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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)
E. D. McDonald (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