



Charlotte Department of Transportation

Memorandum

Date: January 5, 2009

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 09-006: Located on the southwest corner of East Craighead Road and Philemon Avenue
(revision received 12/22/08)

We previously commented on this petition in our November 25, 2008 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 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 3,100 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 2,000 trips per day. This will have a lesser impact on the surrounding thoroughfare system.

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

1. Improvements to Craighead Road need to be constructed by the developer. In accordance with the *Urban Street Design Guidelines* (USDG), Craighead Road is identified as a Local Industrial Street with a 35-foot back-of-curb cross section, 8-foot planting strips, and 6-foot sidewalks. The back of the new curb/gutter is to be located 17.5 feet from the existing street centerline. In order to accommodate these improvements we request that the developer

dedicate or convey right-of-way in fee simple measuring 31.5 feet from the centerline of the roadway. (*Previous review comment*)

2. Improvements to Philemon Avenue are also required. Upon further review, Philemon Avenue has a 49-foot back-of-curb typical dimension instead of the 51-foot dimension previously provided. The 49-foot back-of-curb width includes two cross sections, one with on-street parking and one with a left turn lane in lieu of the on-street parking. Both cross sections include bike lanes. In addition to these pavement widths, 8-foot planting strips, 8-foot sidewalks, and 2-foot utility strips are also required for a total right-of-way of 85 feet (see attachment). In order to accommodate these improvements, we request that the developer dedicate or convey in fee simple right-of-way measuring 42.5 feet from the centerline of the roadway. (*Previous review comment*)
3. The lane/pavement marking through-lane transitions between the two Philemon Avenue cross sections are not shown correctly on the site plan. The through-lane transitions can begin at the property line as generally shown on the site plan, but they must tie into the fully transitioned lane at the beginning of the left-turn storage lane (approximately 220 +/- feet). The bay taper for the left-turn lane can be reduced to 10:1 for a length of 110 feet. These items will be further reviewed during subsequent permitting processes.
4. A new public or private street needs to be constructed through the site connecting Philemon Avenue to Craighead Avenue. This street may have 90-degree parking or can be built to the Residential-Wide (USDG) standard.
5. Note O.2. states, "The Petitioner will widen and improve Craighead Avenue per the cross-section indicated on the plan." However, there is no cross-section for Craighead Avenue provided. The note needs to be revised to state, "The Petitioner will widen and improve Craighead Avenue to locate the curbline at 17.5 feet from the centerline of the right-of-way to the face of standard 2-foot-6-inch curb, with 8-foot planting strips and 6-foot sidewalks."
6. It is a possibility that the improvements along Philemon Avenue could be phased, however, note O.4. needs to be revised to include the phrase, "with prior approval from CDOT."

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. The dedication of Philemon Avenue right-of-way needs to occur at one time, prior to the issuance of the first building permit. Note O.5. needs to be removed from the plans.

Tom Drake & Tammie Keplinger

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If we can be of further assistance, please advise.

SLP

Attachment

c: R. H. Grochoske (via email)
S. L. Habina – Review Engineer (via email)
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Rezoning File