

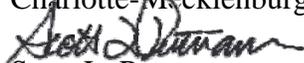


Charlotte Department of Transportation

Memorandum

Date: April 30, 2008

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

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-081: Located on the northeast corner of Ridge Road and Prosperity Church Road

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 Center 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 270 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 2,900 trips per day. This will have a significant impact on the surrounding thoroughfare system.

In lieu of doing a traffic impact study (TIS), CDOT can support this petition if the infrastructure improvements listed below are completed. However, since access is proposed to an NCDOT-maintained roadway, they may require a TIS as part of their driveway permit approval process. They may have additional or different requirements for their approval than what is identified in this rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have.

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

1. In lieu of performing a traffic study for this petition, CDOT can support it provided that the following infrastructure improvements are done by the petitioner/developer:

- a. The three proposed accesses to Prosperity Church Road need to be consolidated into two. The current southern and middle access locations need to be removed and replaced with one located between them.
 - b. The western proposed access to Ridge Road is deleted.
 - c. An eastbound left-turn lane is constructed on Ridge Road into the proposed access point, with a minimum of 150 feet of storage but otherwise designed to NCDOT standards.
 - d. A two-way left-turn lane is constructed on Prosperity Church Road between Ridge Road and Prosperity Ridge Road.
 - e. Old Ridge Road is abandoned.
 - f. Curb and gutter corresponding to the ultimate Prosperity Village cross-sections, except as identified above, is installed on the site's Ridge and Prosperity Church Road frontages. This includes removal/relocation of the existing curb and gutter on the north side of Ridge Road.
 - g. 8-foot planting strips and 6-foot sidewalks are constructed on all streets, including private streets.
2. The internal driveway to the drugstore closest to Prosperity Church Road will not be approved.
 3. The townhomes that front Prosperity Church Road must not have direct driveway access to Prosperity Church Road. Use of rear alleys for these units in particular and the site in general is strongly recommended.
 4. The northernmost east-west street is classified as a major collector street stubbed to the east.
 5. The site plan must be drawn to scale.
 6. Label which streets will be public and which will be private.
 7. Internal public streets need to be designed as Residential Medium streets.

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

Prosperity Church Road is a minor thoroughfare requiring a minimum of 75 feet of right-of-way. Ridge Road is a major thoroughfare requiring a minimum of 100 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 37.5 feet and 50 feet from the centerlines of the respective roadways. While the Urban Street Design Guidelines street classifications for these two streets would require different amounts of right-of-way (90 feet for Prosperity Church, 120 feet for Ridge), the approved Prosperity Village cross-sections predate the USDG and have already been implemented.

Adequate sight triangles must be reserved at the proposed street entrances. Two 10' x 10' sight triangles are required for the entrances to meet requirements. All proposed trees, berms, walls,

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fences, and/or identification signs must not interfere with sight distance at the entrances. Such items should be identified on the site plan.

The proposed driveway connection to Ridge Road will require driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways 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.

All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

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 maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT/NCDOT prior to the construction/installation of the non-standard item(s). Contact CDOT/NCDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

If we can be of further assistance, please advise.

SLP

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