



# Charlotte Department of Transportation

## Memorandum

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**Date:** November 21, 2012

**To:** Tammie Keplinger  
Charlotte-Mecklenburg Planning Department

**From:** Michael A. Davis, PE *Rich H. Frutkin for*  
Development Services Division

**Subject:** Rezoning Petition 13-006: Approximately 1.66 acres located on proposed Interstate 485 N and bounded by Ridge road, Old Ridge Road, and Prosperity Church Road.

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CDOT has completed a review of the subject petition in order to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users. Based on our review of the petition, we offer the following comments.

### Vehicle Trip Generation

This site was part of a larger 8.85 acre parcel rezoned several years ago as petition number 2008-081. The larger parcel could generate approximately 2,900 trips per day as currently zoned. A Traffic Impact Study (TIS) was not required in 2008, because the petitioner agreed to make several transportation improvements associated with the proposed development in lieu of a TIS, including: the abandonment of Old Ridge Road, implementing a grid street network, and a continuous raised median on Ridge Road along the site's frontage, and, etc. Under the proposed zoning, the 1.66 acre site is planned to have two buildings both with drive-thru service, this smaller site could generate approximately 2,500 trips per day. This will have a significant impact on the surrounding thoroughfare system.

In lieu of conducting TIS for the subject rezoning petition, CDOT can support this petition if specific transportation improvements can be agreed upon among the Petitioner, CDOT and NCDOT. City Planning and CDOT desire this smaller parcel be planned to allow for a "future" grid street network as depicted in the approved 2008-081 petition. This will require the 2013-006 petitioner to work with the property owner relative to tax parcel number 02941109 to achieve these planning goals. To this end, City Planning recently met with the petitioner's agent and we understand he is receptive to the above ideas and plans to reach out to the adjacent property owner and major changes to subject site plan.

However, since the site's access is to NCDOT maintained roadways, they may require a TIS as part of their driveway permit approval process. NCDOT may have additional or different requirements for their driveway approval than what is identified in the City's rezoning process.

The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any transportation issues that they may have.

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

1. The following infrastructure improvements will need to be implemented by the petitioner/developer:
  - a. An eastbound left-turn lane needs to be constructed on Ridge Road into the proposed public street connection (near the Old Ridge Rd connection to Ridge Rd.), with a minimum of 150 feet of storage and designed to NCDOT standards. Because of the short distance between the proposed public street connection and Prosperity Church Road, it is likely this street section will need to be constructed as side-by-side left-turn lanes with the westbound left-turn lane to Prosperity Church Road. This section of Ridge Road also needs to have a raised 4' wide concrete median, to restrict the proposed driveway on Ridge Road to right-in/right-out traffic movements.
  - b. Prosperity Church Road between Ridge Road needs to be implemented as an Avenue Street section containing: three (3) 11' travel lanes, 5' bike lanes, 7' recessed parking lanes, 2.5' curb/gutter, 8' planting strips and 6' sidewalks. The distance from the Prosperity Church Road's center line to back of sidewalk (as shown in NCDOT Prosperity Church Road construction plans, dated 8-22-2011) is approximately 44'. The petitioner will need to establish the future curb line along the site's Prosperity Church Road's frontage based upon NCDOT's construction plans, south of Ridge Road.
  - c. The Petitioner will need to work with City Planning and CDOT to determine the appropriate local street cross sections for other street stubs associated with the future abandonment of Old Ridge Road. .
2. It should be noted that the proposed median on Ridge Road may require improvements be made west of Prosperity Church Road to maintain lane alignment as determined by CDOT and NCDOT. The design of the improvements will be reviewed during subsequent land development construction approval process.

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte. CDOT will require the appropriate transportation infrastructure mitigation improvements once the TIS has been submitted, reviewed, and approved.

2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' and two 10' x 70' sight triangles are required for the entrance(s) 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.
3. The proposed driveways and public/private street connections to Steele Creek Road, Dixie River Road, and Shopton Road will require a 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 driveways on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
4. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. 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.

If we can be of further assistance, please advise.

rhg

cc: R. H. Grochoske  
Brett Canipe, NCDOT (via email)  
Rezoning File