

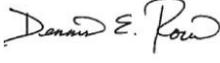


Charlotte Department of Transportation

Memorandum

Date: July 8, 2014

To: Tammie Keplinger
Charlotte-Mecklenburg Planning Department

From: Dennis E. Rorie, PE 
Development Services Division

Subject: Rezoning Petition 13-094: Approximately 38 acres located on the west side of Prosperity Church Road across from Ridge Road
(revised June 20, 2014)

CDOT has previously commented on the subject rezoning petition our memorandums to you dated October 28, 2013 and May 22, 2014.

Vehicle Trip Generation

This site could generate approximately 5,600 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 9,600 trips per day. Therefore, we requested the petitioner submit a Traffic Impact Study (TIS) in order to evaluate the traffic impacts of the subject development on the adjacent thoroughfare system.

On May 22nd, CDOT received the subject TIS. After several meetings with the petitioner's team regarding CDOT's TIS comments we are generally in support of the proposed site plan. However, CDOT is requesting the petitioner add the following transportation conditional notes to the revised site plan:

1. The petitioner will be responsible for any traffic signal modification costs and necessary signal equipment easements on Ridge Road at Prosperity Church and Benfield Roads when the subject site's final construction plan is approved by the City. Traffic signal modification costs and easements will be determined during the construction plan review process.
2. Where there is sufficient median width to support vegetation, the petitioner will construct "landscaped" pedestrian refuge medians (approximate median locations are shown on the revised site plan) on Ridge Road, including planting material and proposed vegetation.
3. The proposed mixed-use site has many site driveways, to that end, both public and private Street connections to public streets will need to be carefully reviewed and approved during the construction plan approval process. In general, the minimum driveway throat lengths need to be 50 feet behind the stop line for minor street connections. Major street connections will need to have between 100 and 120 feet driveway throat lengths.

Tammie Keplinger

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We anticipate that NCDOT (980-523-000) will request the following, and recommend the Petitioner work directly with Mr. Brett Canipe with NCDOT regarding their anticipated request.

Since the site's proposed trip generation exceeds 3,000 daily trips and is located near an active NCDOT construction project, they have required a TIS to evaluate traffic to their maintained transportation facilities and have also forwarded this TIS to their Congestion Management Division in Raleigh for their review. NCDOT 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 anticipate that NCDOT may require transportation mitigation improvements after the City's rezoning process.

If we can be of further assistance, please advise.

R. Grochoske

cc: S. Correll
Brett Canipe, NCDOT (via email)
Sean Epperson, NCDOT (via email)
Rezoning File