

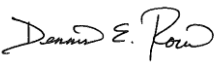


Charlotte Department of Transportation

Memorandum

Date: May 22, 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.

CDOT has previously commented on the subject rezoning petition our memorandum to you dated October 28, 2013.

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. We anticipate producing TIS comments to you in the form of a memo by June 12, 2014. While we believe this time allows us the opportunity to provide you comments, we do not anticipate this will be adequate time to resolve any outstanding transportation issues/comments with the petitioner in advance of the June 16th public hearing.

We have the following comments regarding apparent conflicts between the proposed rezoning and existing ordinances or policies:

1. Based on RZ-2 of the site plan, it is not clear if the proposed curb line shown on the south side of the proposed Ridge Road Connector accurately matches the location of the curb line for the CIP project. We request the petitioner overlay the Ridge Road Connector plans onto the proposed development plan to ensure the curb line is the appropriate location.

In addition to the comments above, CDOT requests the following changes to the rezoning plan:

1. We request the petitioner amend the Proposed Improvements note shown on RZ-2 & RZ-3 to include the following: "The petitioner agrees to construct, at its expense, the following roadway improvements along the site's frontage on Ridge Road: (I) Curb and Gutter; (II) Base Course and Surface Course for additional lanes including a six (6) foot bike lane and on-street parking. The petitioner will construct a an 8' planting strip and 6' sidewalk along the site's frontage on Ridge Road prior to release of each building c.o. for which sidewalk is proposed across the site's frontage."

2. We request remove the phrase “with the support of the city” from Access note “D” on the RZ-3 of the rezoning site plan submittal.
3. We request that Highland Shoppes Drive (east of Loganville Drive) be extended west through Development Parcel “H” to the site’s southern property line and align properly with the existing built Highland Shoppes Drive’s cross-section. The eastbound approach to Loganville needs to have 3 travel lanes (i.e. a through/right lane, a left turn lane, and one receiving lane).
4. We request the petitioner extend the existing two-lane private drive aisle that connects parcels # 02756110 & # 02756109 to Ridge Road through Development Parcel “H” (i.e. outparcel #4) and connect to the Highland Shoppes Drive extension.
5. 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.

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. The TIS may identify turn lanes necessary to serve individual access locations.
2. Adequate sight triangles must be reserved at the existing/proposed street entrances. Two 35’ x 35’ and two 10’ x 70’ sight triangles are required for the entrances to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances. Such items should be identified on the site plan.
3. The proposed driveway connections to future Loganville Drive, Ridge Road, and the relocated Prosperity Church Road (i.e. western arc) 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 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.

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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.

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 may also require a TIS to evaluate traffic to their maintained transportation facilities. 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 anticipate that NCDOT may require a TIS after the 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