


Charlotte Department of Transportation

Memorandum

Date: October 1, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 07-112: Located east of Prosperity Church Road and south of Ridge Road, just north of Future I-485 (Revised 9/21/07)

We previously commented on this petition in our September 12 and July 31, 2007, memoranda 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 Center and does appear 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 5,000 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,150 trips per day. This will have a lesser and minor impact on the surrounding thoroughfare system.

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

1. The Prosperity Village Plan envisions a high degree of vehicular and pedestrian interconnectivity between sites and land uses. Due to environmental constraints created by the existing pond and wetlands, the site plan as now proposed separates the proposed site into two portions with only a pedestrian/bike connection between the two. It should be expected that residents in the apartments south of the pond will drive to the adjacent shopping center that is anchored by a supermarket to do their major grocery shopping. Without a vehicular connection this will require residents to access the thoroughfare system to travel to an

adjacent property, which is not consistent with the Prosperity Village Plan. We acknowledge the environmental constraints and can support Development Note 20 provided that it is revised to indicate that the petitioner “will” (not may) construct a vehicular connection unless conditions (1), (2), or (3) listed in the note apply.

2. CDOT does not support the elimination of the sidewalk along the connection referred to in the previous comment. If the vehicular connection is made, we could support a 6-foot sidewalk at the back-of-curb with no planting strip through the environmentally-sensitive area.
3. At least 100 feet of internal channelization needs to be provided along the site’s driveways, measured from the I-485 Frontage Road and Prosperity Village Road rights-of-way. Upon further consideration of parking in this area, no parking will be allowed within the first 30 feet from the right-of-way. (*Previous review comment*)

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske
S.L. Habina
B.D. Horton
A. Christenbury
E.D. McDonald
Charter Properties, Inc/John D. Porter, III
Kimley-Horn and Associates/Walter Fields
Rezoning File (2)