


Charlotte Department of Transportation

Memorandum

Date: July 31, 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

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 future right-of-way for I-485, frontage roads, and roundabouts need to be shown. Right-of-way needs to be measured as the greater of 175 feet from centerline of I-485 or as identified on NCDOT's most recent designs, whichever is greater. Please contact Stuart Basham with MUMPO for more information at 704-336-4695.
2. Because of the proximity of the I-485 interchange/roundabout, the proposed driveway to Prosperity Village Road cannot be approved. We can only support a driveway on Prosperity Village Road if an additional driveway is provided to the I-485 frontage road and that the driveway to Prosperity Village Road is moved to a location between the stormwater management pond and the first building.

3. As shown on previous conditional plans on this site 97-34(c) and 2002-125, a vehicular connection to the adjacent Crosland shopping center must be provided.
4. The Prosperity Village plan calls for most of the road network to be constructed through the land development process. As committed in the previous conditional zoning site plan for this property and in Development Note 6.B.1 of this site plan, the developer has committed to construct Prosperity Village Road through the entire property to thoroughfare standards. The site plan needs to be revised to show the construction of Prosperity Village Road from Ridge Road to the northern project limits of I-485.
5. 8-foot planting strips and 6-foot sidewalks need to be constructed along the I-485 Frontage Road and along both sides of Prosperity Village Road.
6. Development Notes 4A(1), -(2), -(3), and 4B(4) have been fulfilled and can be deleted.
7. A complete internal system of sidewalks connecting all buildings to all adjacent streets and the adjacent shopping center needs to be shown.

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

I-485 is a freeway, and Prosperity Village Road is a minor thoroughfare requiring more than the minimum 350 and 70 feet of right of way because of the I-485 frontage road system and the Prosperity Village Road network. For Prosperity Village Road, the developer/petitioner needs to convey right-of-way in fee simple title to meet this requirement, measuring 37.5 feet from the centerline of the roadway. For I-485, see previous comments.

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.

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

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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.

To facilitate building permit/driveway permit review and approval, the site plan must be revised to include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II-modified driveways with 8-foot radii.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)