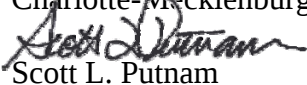


Charlotte Department of Transportation

Memorandum

Date: July 2, 2008

To: Tammie Keplinger & Tom Drake
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 08-081: Located on the northeast corner of Ridge Road and Prosperity Church Road
(revised 6/19/08)

We previously commented on this petition in our April 30, 2008 memorandum 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 appears 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 270 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 2,900 trips per day. This will have a significant impact on the surrounding thoroughfare system.

In lieu of doing a traffic impact study (TIS), CDOT can support this petition if the infrastructure improvements listed below are completed. However, since access is proposed to an NCDOT-maintained roadway, they may require a TIS as part of their driveway permit approval process. 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 have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. The following infrastructure improvements need to be done by the petitioner/developer:

- a. An eastbound left-turn lane is constructed on Ridge Road into the proposed access point, with a minimum of 150 feet of storage but otherwise designed to NCDOT standards.
- b. A two-way left-turn lane with appropriate transitions is constructed on Prosperity Church Road between Ridge Road and Prosperity Ridge Road.
- c. Curb and gutter corresponding to the ultimate Prosperity Village cross-sections, except as identified above, is installed on the site's Ridge Road and Prosperity Church Road frontages. This includes removal/relocation of the existing curb and gutter on the north side of Ridge Road.
- d. 8-foot planting strips and 6-foot sidewalks are constructed on all streets, including private streets.

(Previous review comment)

2. The internal driveway to the drugstore closest to Prosperity Church Road will not be approved. *(Previous review comment)*
3. The northernmost east-west street is classified as a major collector street and needs to be stubbed to the east. *(Previous review comment)*
4. Internal public streets need to be designed as Residential Medium streets (with 6-foot sidewalks as required by the NS and UR districts). *(Previous review comment)*
5. It is not expected that any street in this development will be long enough to allow motorists to reach a speed that warrants speed humps. Note #13 must be deleted, or otherwise revised to say that the developer/petitioner will fund speed humps on impacted streets provided that they meet the City's Policy requirements for consideration and installation as determined by CDOT.
6. Prosperity Church Road is a minor thoroughfare requiring a minimum of 75 feet of right-of-way. Ridge Road is a major thoroughfare requiring a minimum of 100 feet of right-of-way. Although the Urban Street Design Guidelines street classifications for these two streets would require different amounts of right-of-way (90 feet for Prosperity Church, 120 feet for Ridge), the approved Prosperity Village cross-sections predate the USDG and have already been implemented.

If we can be of further assistance, please advise.

SLP

- c: R. H. Grochoske (via email)
Matt Magnasco – Review Engineering (via email)
B. D. Horton (via email)
A. Christenbury (via email)
E.D. McDonald (via email)

Raley Miller Properties/
David S. Miller (via email)
NCDOT/Louis Mitchell
NCDOT/Scott Cole
Rezoning File