



Charlotte Department of Transportation

Memorandum

Date: June 3, 2009

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

From: Michael A. Davis, PE *Rich H. Grubbs for*
Development Services Division

Subject: Rezoning Petition 09-052: Located along Statesville Road and Old
Statesville Road (*revised 5/18/09*)

We previously commented on this petition in our May 8, 2009 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 implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Corridor. Such areas should include a dense and interconnected street network. Specific comments are provided below to link proposed changes in land use with improved transportation network.

Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are provided below to bring the petition into compliance with best practices for multimodal transportation.

Vehicle Trip Generation

With the array of uses allowed in I-1, I-2, BD, R-MH, and B-2 zoning categories, a wide range of trip generation is possible for the existing zoning. Under the proposed zoning, the site could generate 4,600 trips per day. A Traffic Impact Study (TIS) has been submitted in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity. We will have additional comments following completion of the TIS review. The petitioner and the city need to mutually agree to the traffic mitigation requirements no later than June 10, 2009 since this case is scheduled for both a City Council Public Hearing and Decision on Monday, June 15th.

Since access is proposed to a state-maintained roadway, NCDOT is also requiring a TIS as part of their driveway permit approval process. Since NCDOT is not part of the city's rezoning process, they may have additional or different requirements for their approval than what is identified in this rezoning process. We recommend the petitioner meet with NCDOT early in the development process to identify any major transportation issues that they may have.

CDOT requests the following changes to the rezoning plan:

1. We request that the petitioner agree to construct curb and gutter along the site's frontage along Statesville Road and Old Statesville Road and that the location of the curb allow for the addition of a bicycle lane.
2. The parking calculations provided with the submittal of the conditional plan need to match the square footage that is provided in the submitted traffic study. A note on the conditional plan states a maximum allowance of 5,000 seats for the racetrack and needs to match the parking calculations.
3. A minimum of 150 feet of internal channelization (measured from the right-of-way) is required within the proposed driveway/private street connections to each public street. Also should the petitioner wish to install gates to restrict access to these proposed private street connections to public streets these gates and/or parking fee collection points must be located far enough into the site to minimize queuing and potential of vehicles backing and/or maneuvering onto any public streets serving the site. CDOT will work with the petitioner during the building review process to determine the best gate locations and if necessary the design for public turnaround areas.

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

1. The existing public street stubs that access Old Statesville Road need to be shown terminating as a public street with a turnaround area located within the public right-of-way.

If we can be of further assistance, please advise.

c: R. H. Grochoske (via email)
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Rezoning File