

Charlotte Department of Transportation

Memorandum

Date: May 26, 2006

To: Keith MacVean
Planning Commission

From: Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 06-045: Located south of the intersection of North Tryon Street (US 29) and Caprington Avenue (Revised 5/3/06)

We previously commented on this petition in our January 26, 2006, memorandum to you. This site generates no primary trips as currently zoned; the current zoning restricts the use to being an auxiliary parking lot for Lowe's Motor Speedway. Under the proposed zoning the site could generate approximately 10,000 trips per day, reduced from 16,600 trips per day because of a decrease in the intensity of the proposed development. This will have a significant impact on the surrounding thoroughfare system.

Therefore, we have requested that the developer submit a Traffic Impact Study (TIS) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity. Both CDOT and NCDOT have reviewed draft traffic studies and are awaiting a response to review comments. **CDOT and NCDOT have reached a point at which a recommendation to proceed with this petition can be made.** NCDOT's review comments are based on their decision to continue the operation of the US 29 reversible-lane system. Access to the site and any related transportation improvements must be implemented under existing conditions.

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

1. The northernmost and southernmost accesses to US 29 do not have sufficient available intersection sight distance to allow for full-movement accesses. They will be required to be limited to right-in/right-out (RIRO) accesses with elongated "pork-chop" islands as specified by NCDOT. Normally "pork-chop" type islands would not be effective in controlling RIRO movements, but given that US 29 has a 6-lane, undivided section with a reversible-lane system, a median cannot be constructed to prohibit left-turning movements.
2. Should traffic signals be recommended in the TIS after meeting required warrants, the developer is responsible for all costs associated with the installation, including modifications to the US 29 reversible-lane system and interconnect cable. Such issues include but are not limited to, widening US 29 to provide left- and/or right-turn lanes and redesign, modification, and/or relocation of the reversible lane system.

3. The design of the alleys and the locations of dumpsters must be such that the appropriate design vehicle can adequately maneuver on-site. This item will be reviewed further during the subdivision process.
4. The right-of-way for Caprington Avenue is shown to be offset from site's new public street and encroaching into the Duke Power right-of-way. Verify that the alignment of existing Caprington Avenue is correct and align the site's new public street with it.
5. The intersection sight distance profile needs modification as follows:
 - a. Label which access on the site plan corresponds to which intersection on the profile, or provide the corresponding stations on the site plan.
 - b. The driver's eye height for the CMUD access can be 7 feet instead of 3.5 (to account for a truck being the design vehicle)
 - c. Plot it to a correct scale
6. Developer-constructed transportation improvements identified in the third-draft TIS and as otherwise required by NCDOT need to be incorporated as commitments in the CD notes.
7. The last sentence of conditional note 7(c), "it is not anticipated that any roadway improvements will need to be made to North Tryon Street," needs to be deleted.

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. Some or all private streets should be designed to public street standards to facilitate acceptance by the public (the City or NCDOT) if so desired in the future.

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)