



# Charlotte Department of Transportation

## Memorandum

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**Date:** March 25, 2009

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

**From:** Michael A. Davis  
Development Services Division

**Subject:** Rezoning Petition 09-030: Located along the southeast corner at the intersection of West Summit Avenue and Kee Court

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**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 Transit Station Area of 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 that address revisions for CDOT to support the petition and to bring the petition into compliance with the TAP and best practices for multimodal transportation.

### Vehicle Trip Generation

With the array of uses allowed in I-2 and TOD zoning categories, a wide range of trip generation is possible for either the existing or proposed zoning scenarios. Given the size of the site and its proximity to the good street network in the area, there should only be minor impacts to the transportation system resulting from this rezoning.

We have no concerns regarding this petition, however we offer the following comments to aid in planning for subsequent permitting phases:

1. Per the South End Transit Station Area Plan, West Summit Avenue has an adopted new cross-section with a 49-foot back-of-curb width, whereas the current street has a width of 41 feet back-of-curb. Therefore, the required 16-foot setback (per TOD zoning) will be measured from the back of the future curb line, which is approximately 7 feet back of the existing curb line.

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2. The proposed zoning requires 8-foot sidewalks behind 8-foot planting strips along West Summit Avenue, as measured from the future curb line. In order to facilitate the adopted future curb line of West Summit Avenue, the developer may construct a 15-foot planting strip in lieu of relocating the curb, unless parking demand warrants widening the street.
3. Per the South End Transit Station Area Plan, Kee Court is a street of acceptable width with optional widening for on-street parking. If a development concept utilizing TOD zoning creates sufficient parking demand, the developer may need to widen Kee Court. The proposed zoning requires 8-foot sidewalks behind 8-foot planting strips along Kee Court, which may be measured greater than existing curb line, if adding parking.

If we can be of further assistance, please advise.

c: R. H. Grochoske (via email)  
J. Shapard – Review Engineer (via email)  
B. D. Horton (via email)  
A. Christenbury (via email)  
E. D. McDonald (via email)  
T. Votaw (via email)  
Rezoning File