


Charlotte Department of Transportation

Memorandum

Date: January 17, 2008

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 07-146: Located on the east side of South Mint Street
between West Park Avenue and Westwood
Avenue (revised 12/18/07)

We previously commented on this petition in our October 30, 2007 and November 17, 2007 memoranda 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 Corridor and appears to support the Centers, Corridors and Wedges land use strategy as increased mixed-use activity within a Corridor.
- 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 20 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 190 trips per day. This will have a 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 City's *Driveway Regulations* require that driveways be offset a minimum of 10 feet from the adjacent property line and be separated by a minimum distance of 20 feet from any existing driveway. Given that this is an existing driveway location and the constraint of the existing/remaining structure, we can approve the driveway with the offset shown. Since the driveway only accesses one accessible parking space, the driveway can be designed as a one-way Type II-modified driveway. (*Previous Review Comment-3, as modified*)

2. Although CDOT may reconstruct and modify the cross section of Mint Street as shown on the site plan in the future, it cannot be accomplished safely one parcel at a time. CDOT is currently working with the NCDOT to determine whether S. Mint Street can be resurfaced/remarked in the interim to reduce the cross section from 4 lanes to 2 lanes and to provide parallel on-street parking. Unless there is agreement between CDOT and NCDOT to modify the cross section at this time, on-street parking will remain prohibited as posted along this existing four-lane section of S. Mint Street. (*Previous Review Comment-3, as modified*)
3. Mint Street is classified as a street needing a "New Cross-Section". The building setback is measured 16 feet from the back of the future curb where on street parking exists. The proposed setback line needs to be shown on the plans. It appears that a portion of the existing building is located within the setback and that an "Optional" provision needs to be added to the zoning request. (*Previous Review Comment-2, as modified*)
4. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 10-foot x 10-foot sight triangles are required for the entrance(s) to meet requirements. The 10-foot x 10-foot sight triangles need to be measured along the back of the sidewalk and the edge of pavement of the driveway, not as shown on the current submittal. The building encroaches in to this triangle and needs to be moved. (*Previous Review Comment-2*)

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)