



# Charlotte Department of Transportation

## Memorandum

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**Date:** February 24, 2009

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

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

**Subject:** Rezoning Petition 09-027: Located on the northwest corner of South Mint Street and West Summit Avenue

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CDOT does not have any issues associated with this rezoning request. We have provided comments below for your information.

### 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.

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

With the array of uses allowed in I-1 and TOD-M zoning categories, a wide range of trip generation is possible for either the existing or proposed zoning scenarios. Given the small size of the site and its proximity to the dense network of streets in the area, there should only be minor impacts to the transportation system resulting from this rezoning.

### We have the following general comments regarding this petition.

The comments below relate to proposed curblines and associated setback requirements. These will only apply in development scenarios that replace or significantly alter the existing building.

1. Per the South End Transit Station Area Plan, South Mint Street has an adopted new cross-section with a 49-foot back-of-curb width, whereas the current cross-section has a width of 41 feet back-of-curb. Therefore, the TOD setback will be measured from the back of the future curb line, which is approximately 4 feet back of the existing curb line.
2. The proposed zoning requires 8-foot sidewalks behind 8-foot planting strips along South Mint Street, as measured from the future curb line.

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3. Per the South End Transit Station Area Plan, West Summit Avenue is a street of adequate width, where the existing curb line will generally remain. The proposed zoning requires 8-foot sidewalks behind 8-foot planting strips along West Summit Avenue.

Please advise if we can be of further assistance.

MAD

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Rezoning File