



# Charlotte Department of Transportation

## Memorandum

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**Date:** July 31, 2008

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

**From:**   
Scott L. Putnam  
Development Services Division

**Subject:** Rezoning Petition 08-119: Located on the southeast corner of South Mint Street and Lincoln Street

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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 the Centers, Corridors and Wedges land use strategy to be implemented. This project site is located in a Transit Station Area of the South Corridor and appears to support the Centers, Corridors and Wedges land use strategy.
- 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 2,700 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 6,700 trips per day. This will have a significant impact on the surrounding thoroughfare system.

The petitioner has been notified that this site proposal will result in a Traffic Impact Study requirement.

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

1. In conformance with the South End Transit Station Area Plan, South Mint Street has an adopted new cross-section with a 49' back-of-curb width. The TOD setback will be measured from the back of this future curb line.
2. The proposed zoning district requires 8' sidewalks and 8' planting strips along South Mint Street, as measured from the future curb line, as well as 8' sidewalks and 8' planting strips along Lincoln and South Church Streets. In order to facilitate the adopted future curb line of

South Mint Street, the developer may construct a wider planting strip in lieu of relocating the curb at this time. This would result in a 24' transitional setback, and has been discussed with the petitioner.

3. The location of any loading docks, service areas, and waste collection areas need to be shown on the site plan. Access designed for associated commercial vehicles also needs to be shown.
4. The typical dimensions for the parking spaces and aisles need to be provided for review. Additionally, the petitioner/developer should indicate the total number of proposed parking spaces and whether the parking deck is intended to be gate controlled. Reviewing this information at this time will assist in the design and later submittal of building/driveway permit plans for review.
5. Existing driveways on the opposite side of Lincoln and Mint Streets need to be shown on the site plan. Any proposed driveways need to be aligned directly opposite existing driveways to avoid turning movement/access conflicts.
6. This property needs to have cross access with adjacent uses to the south to provide inter-connectivity and access between uses that will not require unnecessary use of streets.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

South Mint Street is a minor thoroughfare inside Route 4 requiring more than the minimum of 80 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring from the centerline of the roadway to the face of sidewalk and a 10-foot easement that includes the 8-foot sidewalk and 2-foot maintenance area..

Adequate sight triangles must be reserved at the existing/proposed street entrance(s) and corners. Two 10-foot x 10-foot sight triangles measured from the back of the sidewalk are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance(s). Such items should be identified on the site plan.

The proposed driveway connection(s) to Mint Street and Lincoln Street will require driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT prior to the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

To facilitate building permit/driveway permit review and approval, the site plan must be revised to include the following:

- Meet applicable Land Development Standards (latest revision).
- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb Type II-Modified driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.
- Directional wheelchair ramps (two per corner) should be provided at all intersections of public and private streets.

If we can be of further assistance, please advise.

SLP

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Rezoning File