


# Charlotte Department of Transportation

## Memorandum

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**Date:** October 1, 2007

**To:** Keith MacVean  
Charlotte-Mecklenburg Planning Department

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

**Subject:** Rezoning Petition 07-099: Located on the northwest corner of Euclid Avenue and East Tremont Avenue (revised 9/13/07)

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We previously commented on this petition in our September 12, June 6 and 26, 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.
- 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 270 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 340 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. Assuming two 10-foot travel lanes (exclusive of curb/gutter), the minimum street width for parallel parking on one side is 17 feet from the centerline to the face-of-curb. The existing width of Tremont Avenue is insufficient to accommodate parking on both sides of the street. Should the petitioner want on-street parking to remain on the north side of Tremont Avenue in the future, the curblane will need to be recessed 3 feet. Since the site plan indicates on-street parking, the setback will need to reflect the additional 3 feet even if the curblane is not recessed at this time. This information needs to be shown the site plan.  
(Previous review comment-3)

Keith MacVean  
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If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske  
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Rezoning File (2)