


Charlotte Department of Transportation

Memorandum

Date: June 6, 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

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. On street parallel parking cannot be located within 20 feet of the end of the corner radius (East Tremont Avenue/Euclid Avenue intersection) or within 10 feet of any existing or proposed driveway. Each parking space needs to be a minimum of 22 feet in length long and 7 feet in width. Assuming 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. Under these conditions, the location of the curbline on Euclid Avenue can remain, but the curbline on East Tremont will need to be recessed to accommodate the minimum width.
2. Sidewalk at the front of the parking spaces needs to be at least 7 feet in width or alternately 5 feet wide with a 2-foot planting strip. This is necessary to accommodate parked-vehicle overhang, particularly in the maneuvering area for the waste collection vehicle.

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

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

The proposed driveway connection will require a driveway permit(s) to be submitted to CDOT for review and approval. The exact driveway location and type/width of the driveway will be determined by CDOT during the driveway permit process. The locations of the driveway 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 include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II-Modified driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.

If we can be of further assistance, please advise.

SLP

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