


Charlotte Department of Transportation

Memorandum

Date: May 9, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: Scott L. Putnam 
Development Services Division

Subject: Rezoning Petition 07-058: Located on the east side of Berryhill Road
between Morton Street and Freedom
Drive(Revised 4/26/2007)

We previously commented on this petition in our March 30, 2007 memorandum to you. This site could generate approximately 4,800 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 5,700 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. In a meeting with the petitioner we discussed the possibility of a future roundabout at the Berryhill Road/Columbus Circle intersection. The petitioner indicated that he would consider the dedication of right-of-way for this future improvement. After further consideration of a roundabout at this location, we have determined that one will not be recommended based on entering volumes and impacts to adjacent properties. However, the existing curve through the intersection does not meet minimum radius requirements. We request that the petitioner dedicate/convey right-of-way in fee simple title measuring 30 feet from a centerline radius (new) of 250 feet at this location.
2. The sidewalk on existing Berryhill Road needs to be 6 feet in width and on Evergreen and Fleetwood Drives a constant width of at least 5 feet. The proposed typical road cross section needs to provide sufficient right-of-way to include 10-foot travel lanes, 2.5-foot curb/gutter, 8-foot planting strip, 6-foot sidewalk, and 7 feet (to face of curb) for on-street parking.
3. For streets with recessed on-street parallel parking, bump-outs prohibiting parking need to be provided at "T" intersections on both the stem and the top of the T within the limits of the intersection. On-street parking will not be permitted within 20 feet of the projection or intersection of right-of-way lines and corner radii. (*Previous Review Comment-2*)
4. We recommend that the long sections of recessed on-street parking be revised to provide shorter sections to "break-up" the wide pavement cross sections.

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)