


# Charlotte Department of Transportation

## Memorandum

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**Date:** March 30, 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

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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. The existing entrances of 18-foot alley that parallels Berryhill Road are too close to public street intersections and need to be closed. The remaining portion of this existing 18-foot alley can be terminated at both ends with a hammerhead turnaround and alternate access provided to Fleetwood Drive.
2. The proposed "Y" shape intersection connecting a proposed local street to Fleetwood Drive needs to be changed to a "T" shape intersection.
3. The proposed typical road cross section needs to provide enough right-of-way width to contain the street width, 8-foot planting strip, 5 or 6-foot sidewalk, and 7-feet for on-street parking.
4. For streets with on-street parallel parking, bump outs need to be provided at intersections beginning at a minimum distance of 20-feet from the end of the curb radii.
5. All intersecting streets need to have an angle between them of no less or more than 90 degrees to provide a convenient line of sight for vehicle operators approaching the intersection.
6. The proposed street with a right-of-way width of 50 feet that is to be dedicated as part of the Phase Four Development needs to be increased to 60 feet (Collector street). Additionally, this Collector street needs to be designed to connect with Morehead Street (250-foot minimum radius) and be extended in the future to Freedom Drive. Millerton Avenue will need to be realigned so that it connects to this Collector street at 90° (T-intersection). An additional 10 feet of right-of-way needs to be dedicated along the existing Millerton Avenue

frontage of the Phase Four Development area. This collector needs to be built by the developer and it could be placed where development would occur on both sides of the street.

We have the following specific comments that are important to CDOT's support of the rezoning petition. We would like the petitioner to give serious consideration to these comments/requests. These may require coordination with related CMPC issues.

1. The City's adopted Transportation Action Plan (TAP) Policy requires that existing and new residential developments are connected by streets, bikeways and pedestrian systems to reduce vehicle miles of travel. The following modification(s) are recommended to connect the proposed development to schools, neighborhood community centers, transit stops, parks, bikeways, commercial land uses, office developments and other compatible land uses and developable lands:
  - a. Either a street (preferred) or pedestrian connection should be provided from Evergreen Drive to the proposed public road north of Evergreen Drive, since the block length appears to be in excess of 900 feet. This access is needed to allow vehicular, pedestrian, and bicycle access to the site as well as to provide alternate connectivity for residents/emergency vehicle access.
2. The TAP also requires bicycle lanes on all new or reconstructed roadways within the City, where feasible. The existing transportation network in this rezoning petition does not include bicycle lanes. Should the curbline on Berryhill Road need to be reconstructed, then bicycle lanes are required to be provided.
3. The TAP also requires sidewalks/planting strips, crosswalks, pedestrian signals, lighting and other facilities to make it easier, safer and more enjoyable for people to walk. The following recommended improvements are best practices and are also included in the proposed *Urban Street Design Guidelines*.
  - a. 6-foot sidewalks and 8-foot planting strips on Berryhill Road, Fleetwood Avenue and Millerton Avenue.
  - b. 5-foot sidewalks and 8-foot planting strips on all internal streets where the street width from back of curb (BOC) to BOC is 27 feet or less.
  - c. 6-foot sidewalks and 8-foot planting strips on any other proposed public and private streets where the street width from BOC to BOC is greater than 27 feet.
  - d. Directional wheelchair ramps (two per corner) at all intersections of public and private streets.

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 35' x 35' and two 10' x 70' sight triangles 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.

Proposed driveway connection(s) to public will require a driveway permit(s) to be submitted to CDOT 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.

All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

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:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II 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.

If we can be of further assistance, please advise.

SLP

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Rezoning File (2)

