

# Rezoning Transportation Analysis

Petition Number: 2023-088

General Location Identifier: 12105301

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**Reviewer:**

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## Revision Log:

Date	Description
07-26-23	First Review (PM)
08-24-23	Second Review (NK)

## General Review Information

The petition is located at the intersection of Cleveland Avenue, a City-maintained local street and Worthington Avenue, a City-maintained local street. The petition falls within the Neighborhood 1 place type on the Charlotte 2040 Policy Map, with a proposed TOD-NC zoning district.

### Active Projects Near the Site:

- Courtyard Dilworth Hotel (LDUTOD-2019-00002)
  - New hotel and parking deck being constructed on the western corner of Cleveland Avenue and Worthington Avenue

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*CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is to ensure that the City's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users.*

*This document is primarily for communication to Planning Department staff as part of the overall City staff analysis of the rezoning petition and includes an overall summary of the case from a transportation perspective, information on trip generation, and resolved or outstanding site plan concerns. Additional advisory information about the driveway permit process is provided for information only.*

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Based on our review of the petition, we offer the following information for your consideration.

## Transportation Summary

The site is located at the intersection of Cleveland Avenue, a City-maintained local street and Worthington Avenue, a City-maintained local street. A Traffic Impact Study (TIS) is not required for this site due to the site generating site trips below ordinance thresholds and/or not meeting additional TIS triggers. Site plan and/or conditional note revisions are needed to commit to show the centerline on each public street and dimension the right-of-way and the back of curb from the centerline. Further details are listed below.

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## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant		0	Planning
Entitlement with Current Zoning	Fine Dining Restaurant (NS HDO, 0.517 acre)	5,254 SF	445	General Guidance from Planning & RZP# 1998-077
Proposed Zoning	Fine Dining Restaurant (TOD-NC, 0.517 acres)	13,259 SF	1,115	Site Plan: 05-17-23

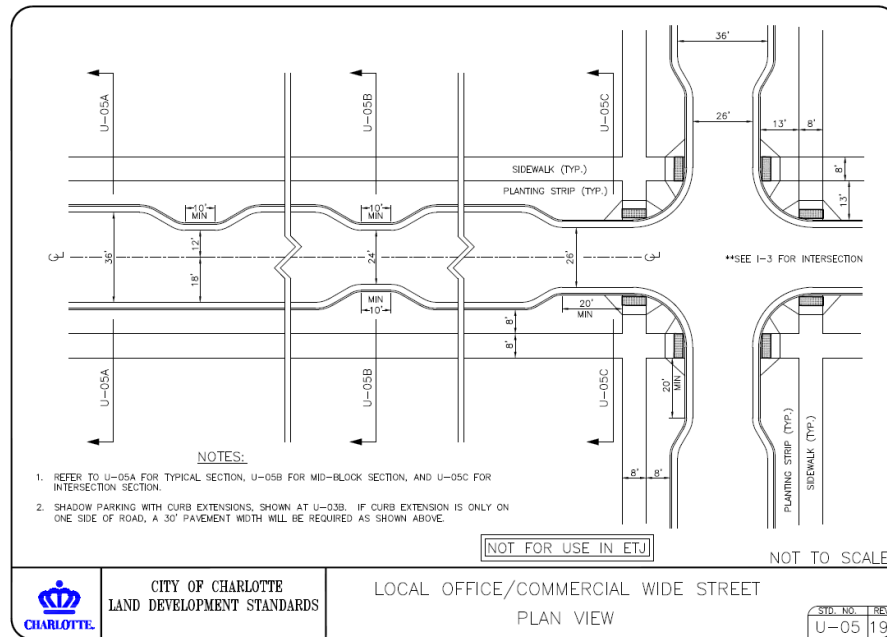
Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

## Outstanding Issues

**Strikethrough = Resolved**

### 1. Outstanding Issue 7/26/23 Curblines:

- a. **Cleveland Avenue:** The future location of curb and gutter is to be located at 20.5ft per CLDM U-05 series for local commercial wide street typical section.
- b. **Worthington Avenue:** The future location of curb and gutter is to be located at 20.5ft per CLDM U-05 series for local commercial wide street typical section.



NOTE: Additional distance from center line to back of curb may be required in locations where a median is present or around intersections and interchanges.

Label and dimension the future back of curb location from the centerline for each road on the site plan.

**Clarifying Comment 8/24/23:** Cleveland and Worthington Avenues are both shown as 30' wide streets on current site plans. These streets must be at least 41' wide from back of curb to

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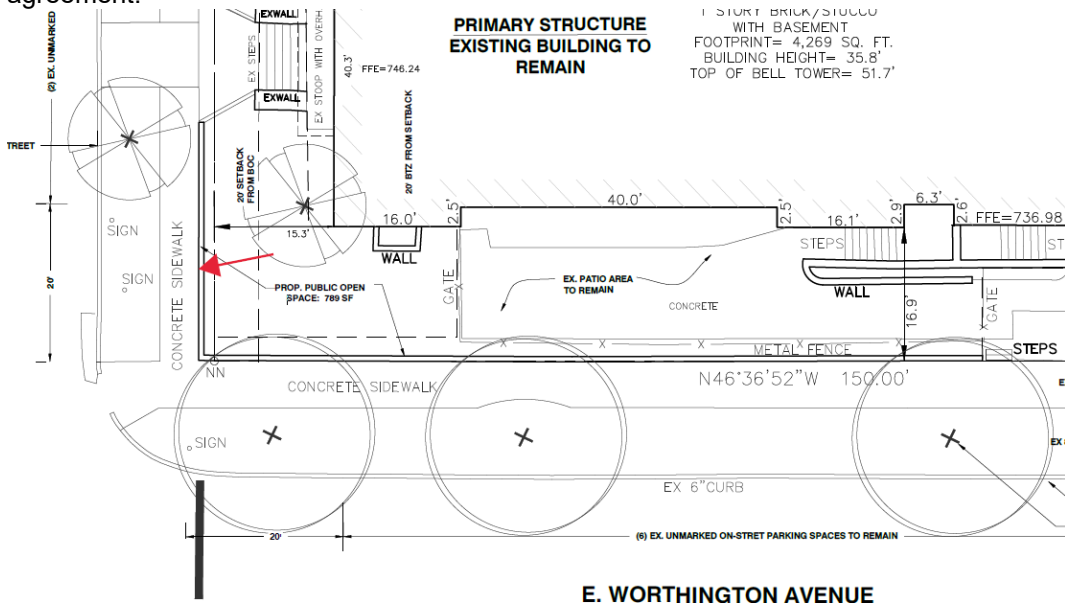
back of curb per CLDM U-05. Additionally, each road must label and dimension future back of curb location to the centerline.

## 2. ~~Traffic Study:~~

~~A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating site trips below ordinance thresholds and/or not meeting additional TIS triggers.~~

- Outstanding Issue 7/26/23:** Add a conditional note specifying "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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements."
- Outstanding Issue 7/26/23:** Revise site plan to show the centerline on each public street. Dimension the right-of-way and the back of curb from the centerline.

- ~~Revise site plan to clarify if the wall is proposed or existing. If the existing wall is being replaced, CDOT would prefer that it be placed outside of the right-of-way, otherwise will need an encroachment agreement.~~



- Outstanding Issue 7/26/23:** Add a conditional note specifying "the Petitioner shall dedicate and convey in fee simple all rights-of-way to the City before the site's first building certificate of occupancy is issued. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible."
- Outstanding Issue 7/26/23:** Add a conditional note specifying "All transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued." The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes and approved by CDOT.

## Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

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1. CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte, per the City of Charlotte's Driveway Regulations.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles (and two 10' x 70' sight triangles on NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall be identified on the site plan.
3. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and NCDOT on NCDOT-maintained streets) 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.
4. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link: <https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>