

Rezoning Transportation Analysis

Petition Number: 2026-037

General Location Identifier: 06906619, 06906620, 06906621, 06906623, 06906624

From: Travis Miller, PE

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Reviewer:

Isaiah Washington

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980-275-2494

Revision Log:

Date	Description
6-25-26	First Review (IW)

General Review Information

The petition is located at the intersection of Sanders Avenue, a City-maintained local street, and Beatties Ford Road, a City-maintained major arterial. The petition is located in a northwest wedge inside of Route 4, within the West End Land Use & Pedscape Plan.

Active Projects Near the Site:

- CIP - CityLYNX Gold Line, Phase 3
 - Project Description: Extend the streetcar alignment by 6 miles with 17 additional stops.
 - Limits From and To: From Hawthorne Lane & Sunnyside Ave to Central Ave & Eastland CTC
 - Project Phase: Planning
 - CDOT PM: Corey Watt
 - GS PM: CATS – Jim Fatula

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.

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 Sanders Avenue, a City-maintained local street, and Beatties Ford Road, a City-maintained major arterial. A Traffic Impact Study (TIS) is not required for the site due to the development generating site trips under ordinance thresholds and not meeting additional TIS triggers. Site plan and/or conditional note revisions are needed to commit to dimension the proposed right of way from centerlines, adjust sidewalk such that the ramps can align crossing Sanders Avenue to better align with ADA standards, and updating conditional notes. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation			Source
			Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	
Existing Use	Vacant	-	-	-	-	<i>Tax Record</i>
Entitlement with Current Zoning	Single Family (NC & N1-C, 0.88 acres)	1 Dwelling Unit	15	1	1	<i>General Guidance from Planning</i>
Proposed Zoning	Restaurant/Bar (CAC-1 & N2-C, 0.88 acres)	5,291 SF	567	51	48	<i>Site Plan: 05-15-26</i>

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

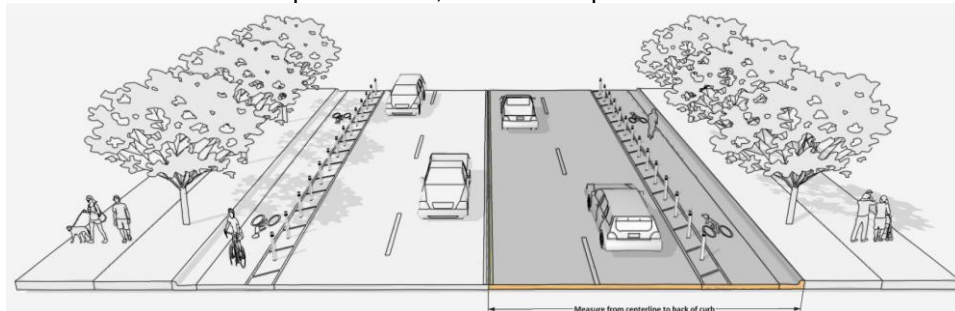
Outstanding Issues

Strikethrough = Resolved

1. Curblines:

- a. ~~Beatties Ford Road: Location of future back of curb and gutter is 32.5' from centerline and the future location of curb and gutter is in its existing location.~~

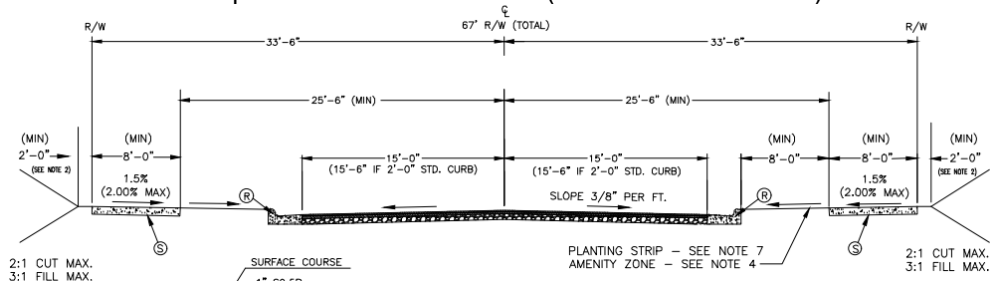
~~Cross-section from Streets Map: 4 Avenue, Buffered/Separated Bike Lanes.~~



~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

- b. ~~Sanders Avenue: Location of future back of curb and gutter needs is 17.5' from centerline and the future location of curb and gutter is in its existing location.~~

~~CLDSM standard per Table 33-2 in article 33 (and meets condition 3): Residential Wide U-04A.~~



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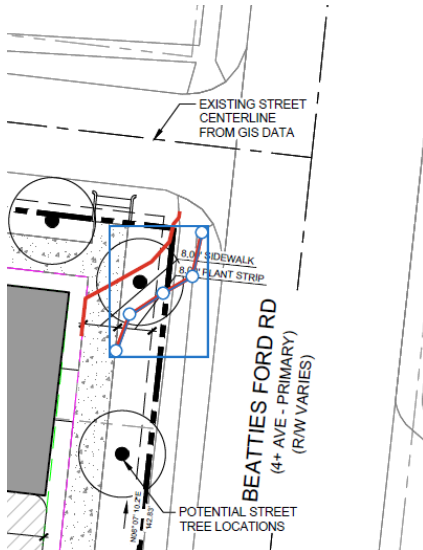
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~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

2. Comprehensive Transportation Review (CTR):

A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating site trips under ordinance thresholds found in the Charlotte Streets manual Table 3.1 and/or not triggering any other City TIS requirements.

3. Revise site plan and conditional note(s) to commit to dedicate 48.5 feet of right-of-way from the road centerline. The site plan shall label **and dimension** the right-of-way from the Beatties Ford Road road centerline.
4. Revise site plan and conditional note(s) to commit to dedicate 25.5 feet of right-of-way from the road centerline. The site plan shall label **and dimension** the right-of-way from the Sanders Ave road centerline.
5. ~~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."~~
6. ~~Revise site plan and conditional note(s) to commit to placing sidewalk in it's final location. Sidewalk should be constructed 40.5' from Beatties Ford Road road centerline. Label and Dimension on plans.~~
7. ~~Revise site plan and conditional note(s) to commit to placing sidewalk in it's final location. Sidewalk should be constructed 25.5' from Sanders Ave road centerline. Label and Dimension on plans.~~
8. Revise site plan and conditional note(s) to commit to aligning ADA ramp to match existing ramp across Sanders Avenue. Existing ramp on the propose site's corner will need to be reconstructed to meet ADA standards.

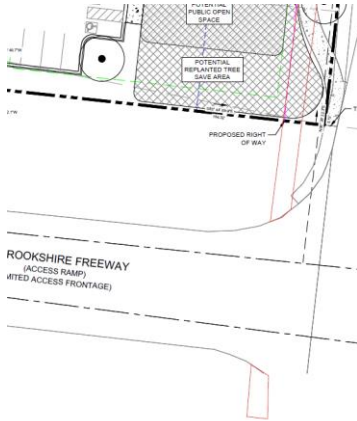


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9. **CDOT REQUEST:** Revise site plan and conditional note(s) to commit to extending the sidewalk to the W. Brookshire Freeway and reconstructing ramps on both sides. This will assist in better and safer pedestrian facilities and assist in the city's Vision Zero efforts. NCDOT maintains W. Brookshire Freeway and have stated they would not have an issue with this adjustment.



10. ~~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."~~
11. ~~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 approved by CDOT and explicitly described in site plan notes.~~

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.

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 Unified Development Ordinance.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 50' x 50' 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 to comply with City of Charlotte Unified Development Ordinance regulations.
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>