

Rezoning Transportation Analysis

Petition Number: 2025-021

General Location Identifier: 13505101

From: Jake Carpenter, PE

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Reviewer:

Natalie King, PE

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Revision Log:

Date	Description
4-23-25	First Review (NK)
5-21-25	Second Review (NK)
7-23-25	Third Review (NK)
8-20-25	Fourth Review (NK)
9-23-25	Fifth Review (NK)

General Review Information

The petition is located adjacent to East W.T. Harris Boulevard, a City-maintained major arterial, north of Idlewild Road, a City-maintained major arterial. The petition is located in an east wedge outside of Route 4, within the Eastside Strategy Plan Study Area.

Active Projects Near the Site:

- Not applicable

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 adjacent to East W.T. Harris Boulevard, a City-maintained major arterial, north of Idlewild Road, a City-maintained major arterial. A Comprehensive Transportation Review (CTR) is required for this site due to the site falling within the medium to high intensity development. Based on the 1,481 daily trips (after 30% TDM reduction), this will trigger a Tier 2 multimodal assessment and Tier 2 transportation demand management (TDM) assessment. Site plan and/or conditional note revisions are needed to clarify the site plan regarding the sidewalk, shared-use path and planting strip, and cleaning up various plan related issues. 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	Single Family	1 Dwelling Unit	15	1	1	Tax Record
Entitlement with Current Zoning	Single Family (N1-B, 1.24 acres)	4 Dwelling Units	52	4	5	General Guidance from Planning
Proposed Zoning	Convenience Store w/Pumps (NC, 1.24 acres)	2,500 SF & 8 Fueling Positions	2,116*	128	147	Site Plan: 03-03-25
Proposed Zoning	Convenience Store w/Pumps (NC, 1.24 acres)	2,000 SF & 8 Fueling Positions	2,116*	128	147	Site Plan: 09-03-25

*Daily and hourly trip generation is subject to 30% transportation demand management reduction and TIS is not required.

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

Outstanding Issues

Strikethrough = Resolved

1. Curbline:

- a. ~~E WT Harris Boulevard: The future location of the back of curb and gutter is 33' from road centerline. The existing curb must be relocated to the future back of curb.~~

~~4+ Boulevard with 12' shared use path and 8' planting strip.~~

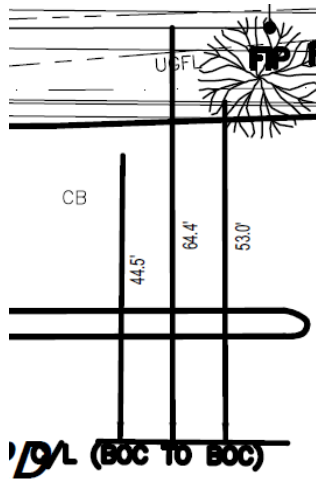
~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

Clarifying comment 5.21.25: ~~The dimension for the road centerline should start in the middle of the median along E WT Harris to the back of existing curb and gutter / proposed curb and gutter location. This will be much less than the dimension currently shown. Please clearly label the dimensions. In screen shot below, it is unclear what the 44.5', 53.0', and 64.4' is dimensioning.~~

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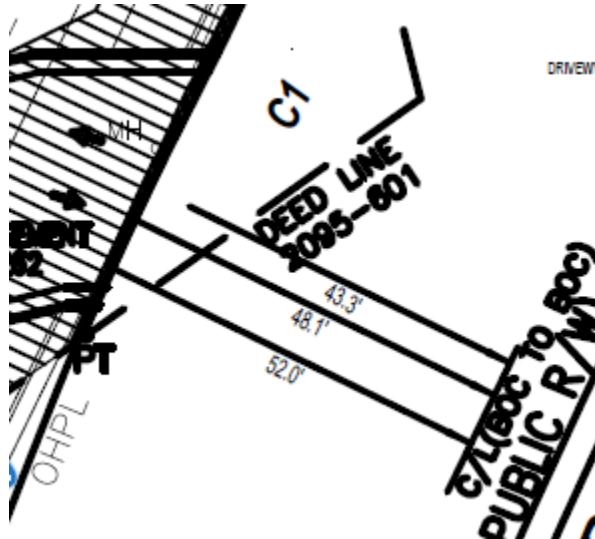


- b. ~~Idlewild Road: The future location of the back of curb and gutter is 38' from road centerline. The existing curb and gutter can remain.~~

4+ Avenue with buffered/separated bike lanes and 6' sidewalk/8' planting strip.

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

Clarifying comment 5.21.25: Please clearly label the dimensions. In screen shot below, it is unclear what the 43.3', 48.1', and 52' is dimensioning.



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.~~

~~The petition's zoning falls within the medium to high intensity development which based on the (after 30% TDM reduction) 1,481 daily trips will trigger Tier 2 (9 mitigation points) for multimodal assessment~~

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and Tier 2 (4 mitigation points) for transportation demand management assessment. The petitioner shall review and assess the publicly accessible pedestrian network within ¼ mile walking distance of the site to identify multimodal infrastructure to meet the Tier 2 (9 mitigation points) for multimodal assessment. Petitioner shall also provide transportation demand management strategies to meet Tier 2 (4 mitigation points) to reduce vehicle trips and encourage alternative modes of transportation.

Complete CTR summary table and include on the revised plan. CTR table link (use Site Data Table — CTR Summary tab): <https://www.charlottenc.gov/files/sharedassets/city/v/2/growth-and-development/documents/dev-center-fees/resources/udo-site-data-tables-curb-ramps-and-ctr.xlsx>

Clarifying comment 5.21.25: Multimodal and TDM requirements can be satisfied by constructing SUP on E-WT Harris Boulevard. Update site plan to show 12' SUP.

Clarifying Comment 8.20.25: Site will trigger Tier 2 multimodal and TDM. Add conditional note that says, "Site will comply with CTR requirements to be finalized in permitting."

3. ~~Revise site plan and conditional note(s) to commit to dedicate 53' right-of-way from the E-WT Harris Boulevard centerline. The site plan shall label and dimension the right-of-way from the road centerline. Additionally, 2' SUE must be added from the back of sidewalk.~~

Clarifying comment 7.22.25: The ROW dedication is properly added to the conditional notes, however a dimension and callout is required on the site plan. Add a callout to the proposed ROW line on the plan sheets and dimensioned from the road centerline.

4. ~~Revise site plan and conditional note(s) to commit to dedicate 52' right-of-way from the Idlewild Road centerline. The site plan shall label and dimension the right-of-way from the road centerline. Additionally, 2' SUE must be added from the back of sidewalk.~~

Clarifying comment 7.22.25: The ROW dedication is properly added to the conditional notes, however a dimension and callout is required on the site plan. Add a callout to the proposed ROW line on the plan sheets and dimensioned from the road centerline.

5. ~~Revise site plan and conditional note(s) to commit to construct bicycle facilities by installing a 12' multi-use path along E-WT Harris Boulevard in accordance with the council-adopted Charlotte Streets Map. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements.~~

Clarifying comment 5.21.25: The conditional notes were included, but the site plan is still showing a 6' sidewalk along E-WT Harris Boulevard.

6. ~~Advisory for the adjustment of the proposed 8' sidewalk along Idlewild Road since the Charlotte Streets Manual only requires 6'.~~

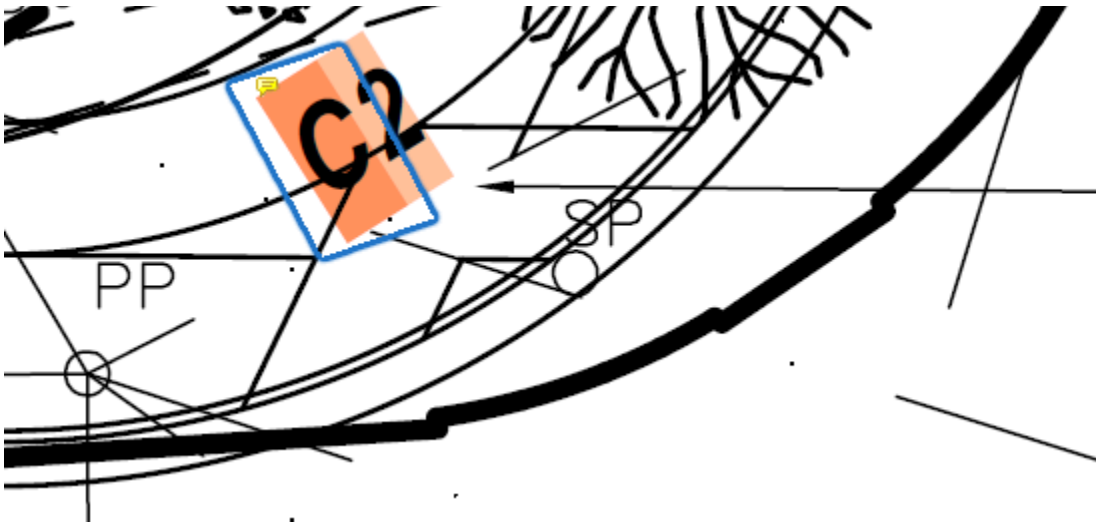
7. ~~Revise site plan to include the addition of ADA ramps at the intersection of Idlewild Road and E-WT Harris Boulevard.~~

Clarifying comment 5.21.25: Ensure ramps would meet PROWAG and GLDSM detail standards.

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8. ~~Revise site plan and conditional note(s) to include 12' shared use path along E WT Harris Boulevard frontage.~~

~~Clarifying comment 5.21.25: The conditional notes were included, but the site plan is still showing a 6' sidewalk along E WT Harris Boulevard.~~

9. ~~Revise site plan to depict existing median along both E WT Harris Boulevard and Idlewild Road.~~

10. ~~Revise conditional note to state that 4 pumps will be constructed per email correspondence on 4-17-2025.~~

2. ~~with CDOT.~~
Petitioner shall construct a gas station with 4-6 pumps E WT Harris and Idlewild rd. as generally depicted on the Rezoning Plan.

~~Outstanding Comment 5.20.2025: Comment still outstanding. References to 4-6 to pumps in development standards needs to be revised to just 4 pumps.~~

11. ~~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 Comment 7.22.25: Revise note 5 under VII conditional notes to include language regarding ROW dedication being conveyed before site's first building certificate of occupancy being issues. See note 11 above for required conditional note language.~~

12. ~~Revise site plan to show a minimum of 50' of internal protected stem from the future back of curb location on access points on both E. WT Harris Blvd. and Idlewild Road.~~

~~Outstanding Comment 5.20.2025: Stem was provided for Idlewild access, but was not provided for E WT Harris access.~~

13. ~~New Comment 5.21.2025: Please fix conditional notes to stipulate that a 8' planting strip and 6' sidewalk is required along Idlewild.~~

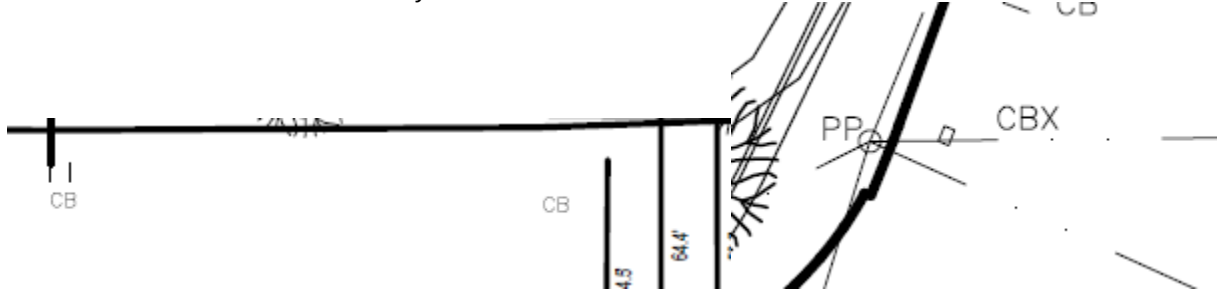
~~12' shared use path along E WT Harris Boulevard and Idlewild road~~

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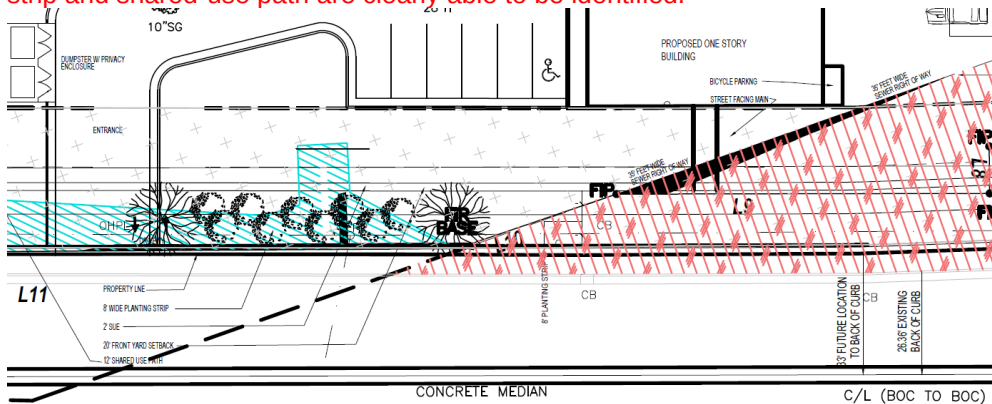
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14. ~~New Comment 5.21.2025:~~ Check site plans especially the proposed property line — it is not matching with what is shown on our GIS maps
15. ~~New Comment 5.21.205:~~ Check site plans for accuracy. Currently, catch basin and power pole are shown in the middle of roadway.



16. **Outstanding Comment from 7.22.25:** Please lighten or remove hatching so the proposed planting strip and shared-use path are clearly able to be identified.



E WIT HADDIS BOULEVARD

UPDATED COMMENT 09-23-25: Remove red and blue hatching to clarify the site plan and delineate linework to identify frontage improvement.

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- [illegible]

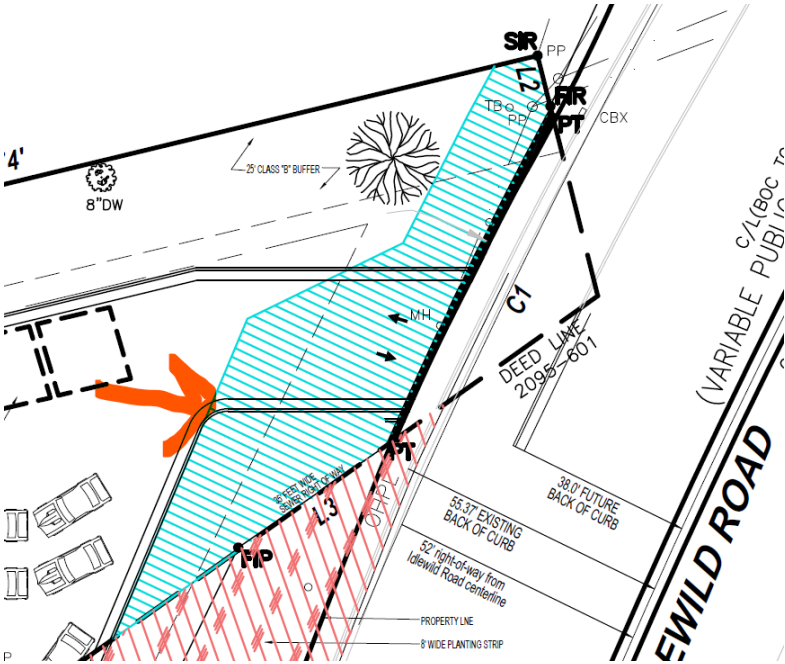
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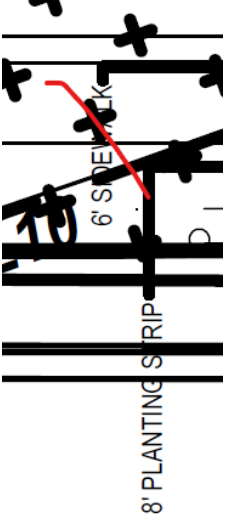
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19. ~~New Comment 8.20.25: It is not clear what hatched area below represents. Identify what this area is to represents. Place hatching in legend with description.~~



20. ~~New Comment 8.20.25: Remove 6' sidewalk label from E WT Harris frontage, this does not meet required improvements.~~



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21. **Outstanding Comment from 8.20.25:** Remove or label bold line indicated by arrow below.



Comment updated 9-23-35: Remove bold line

22. **New Comment 8.20.25:** ~~Revise legend to properly identify what is being proposed on the site plan.~~



23. **New Comment 8.20.25:** ~~Remove the mention of Idlewild from Note #4 since it will have a 6' sidewalk and 8' planting strip.~~

- multi-use paths maintained by the city shall meet ADA requirements and require
4. 12' shared use path along E WT Harris Boulevard and Idlewild road
5. The petitioner shall dedicate and convey in fee simple all rights of way as

24. **New Comment 8.20.25:** ~~Remove "driveway" from conditional note #9 and #10 since CDOT does not require a driveway permit. Revise notes to say"~~

~~9. "The proposed driveway connection(s) to public streets will require 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 permitting phase. 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."~~

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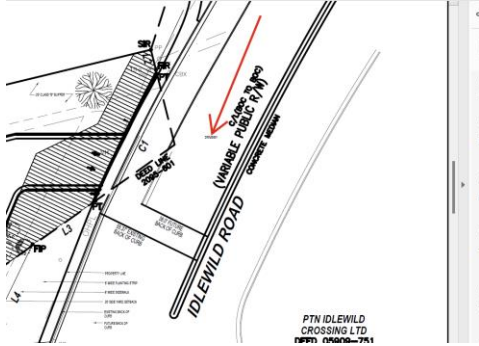
~~10. "All proposed commercial driveway connections to a future public street will require a permit submitted to CDOT for review and approval."~~

9. The proposed driveway connection(s) to public streets 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.

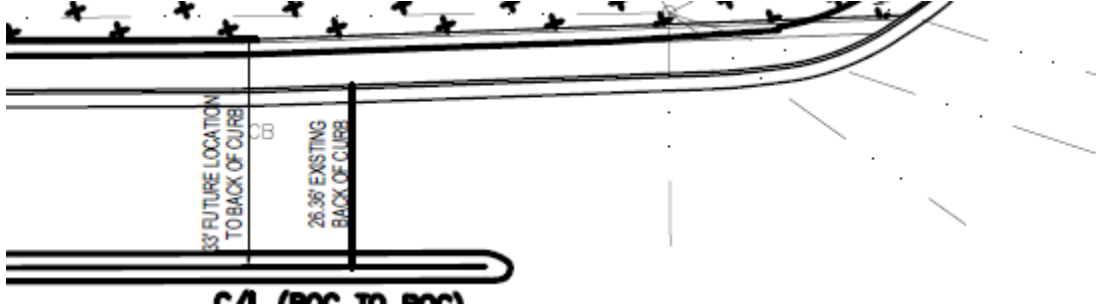
~~25. **New Comment 8.20.25:** Change the wording to say to back of sidewalk. In the other conditional notes, it's specified that SUE will be utilized for 2' behind sidewalk.~~

5. The petitioner shall dedicate and convey in fee simple all rights-of-way set at 2' behind back of sidewalk where feasible.

~~26. **New Comment 8.20.25:** Remove driveway label from the middle of the roadway.~~



~~27. **New Comment 8.20.25:** Put the existing curb in grey so it is easier to distinguish than the proposed curb.~~



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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>