



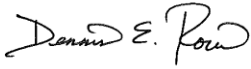
# Charlotte Department of Transportation

## Memorandum

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**Date:** January 23, 2015

**To:** Tammie Keplinger  
Charlotte-Mecklenburg Planning Department

**From:**   
Dennis E. Rorie, PE  
Development Services Division

**Subject:** Rezoning Petition 15-025: Approximately 1.03 acres located on the northwest corner at the intersection of Idlewild Road and East W.T. Harris Boulevard.

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CDOT has completed a review of the subject petition in order to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte'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. Based on our review of the petition, we offer the following comments.

### Vehicle Trip Generation

This site could generate approximately 1,500 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 1,300 trips per day.

### CDOT requests the following changes to the rezoning plan:

1. The proposed rezoning petition is adjacent to the Idlewild Road Widening CIP project (City Contact: Dan Leaver, 704-336-6388). It is the petitioner's responsibility to ensure this rezoning application is coordinated with the City's on-going CIP project.
2. Idlewild Road is classified as a major thoroughfare according to the CRTPO Thoroughfare Plan. CDOT requests the petitioner dedicate 50' of right-of-way along the property's frontage on Idlewild Road, measured from the centerline.
3. Idlewild Road has an Urban Street Design Guidelines (USDG) classification of Avenue. Thus, the future typical cross-section includes a 5'-wide bicycle lane in the full build-out scenario. We request the petitioner include a 13'-wide planting strip to accommodate a future bicycle lane, and a 6'-wide sidewalk.
4. WT Harris Boulevard is classified as a major thoroughfare according to the CRTPO Thoroughfare Plan. CDOT requests the petitioner to dedicate 50' of right-of-way along the property's frontage, measured from centerline.

- WT Harris Boulevard has an Urban Street Design Guidelines (USDG) classification of Boulevard. Thus, the future typical cross-section includes a 6'-wide bicycle lane in the full build-out scenario. Thus, we request the petitioner include a 14'-wide planting strip to accommodate a future bicycle lane, and a 6'-wide sidewalk.
- CDOT requests that the petitioner shift the driveways further from the signalized intersection as depicted on the diagram below (Figure 1&2):

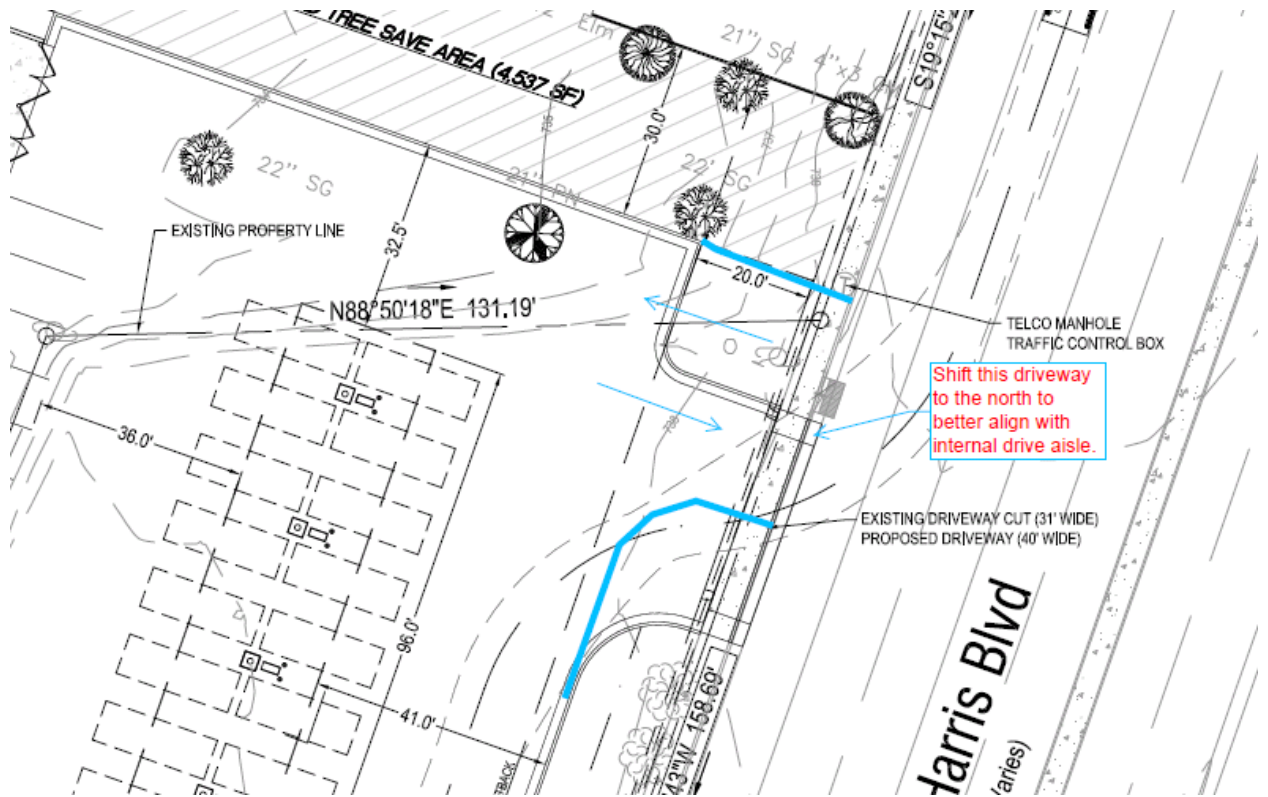


Figure 1

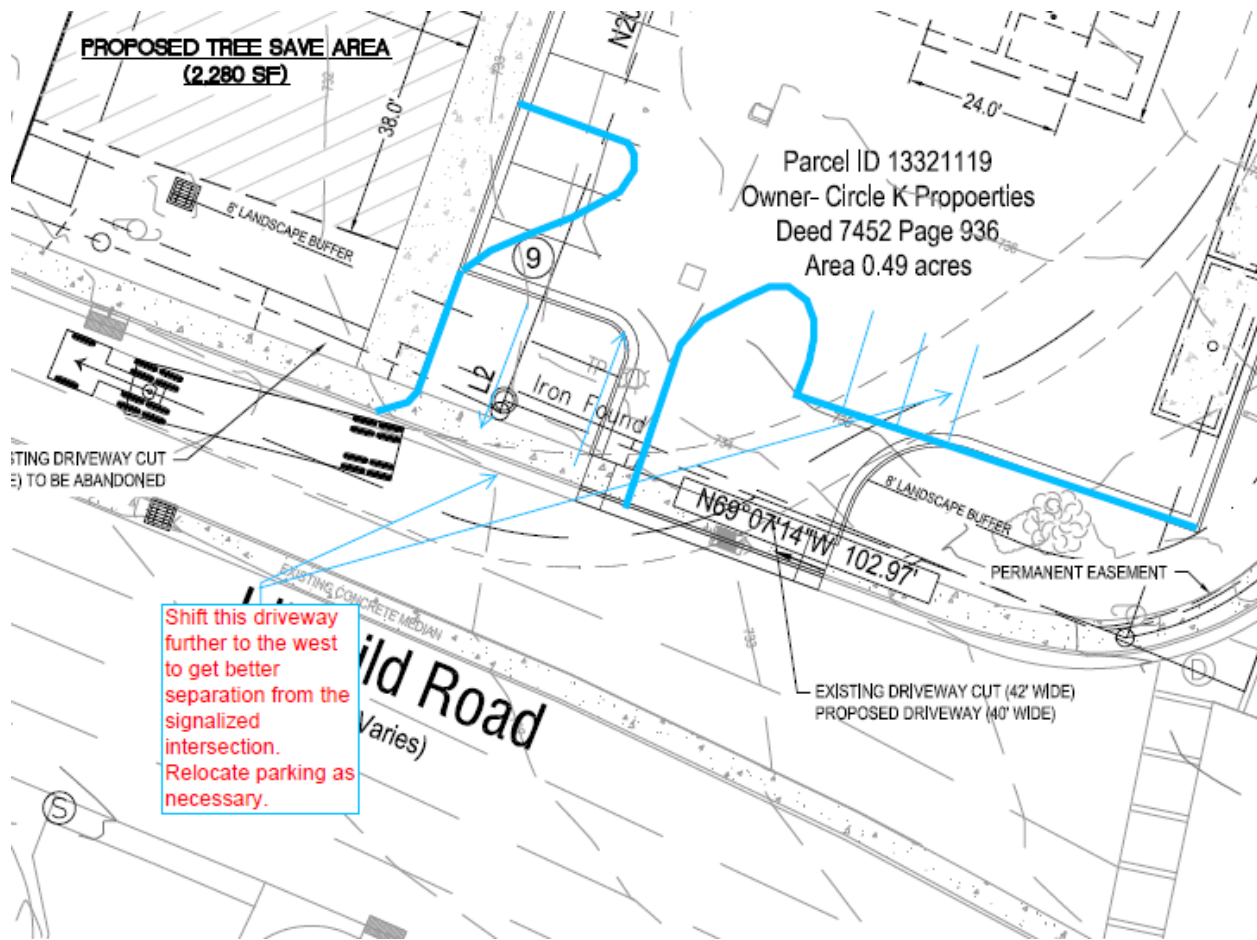


Figure 2

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. According to the City of Charlotte's Driveway Regulations, 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.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' 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.
3. The proposed driveway connections to WT Harris Boulevard and Idlewild Road will require driveway permits to be submitted to CDOT for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways shown on the site plan are subject to change

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in order to align with driveways 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 to be 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. 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.

If we can be of further assistance, please advise.

K. Bryant

cc: S. Correll  
Rezoning File