Rezoning Transportation Analysis

Petition Number: 2026-063

General Location Identifier: 13505101

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Revision Log:

Date	Description
10-29-26	First Review (NK)

General Review Information

The petition is located at the intersection of Idlewild Road, a City-maintained major arterial, and East WT Harris Boulevard, a City-maintained major arterial. The petition is located in an east wedge outside of Route 4, within the Eastside Strategy Study Area.

Active Projects Near the Site:

- N/A

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 Idlewild Road, a City-maintained major arterial, and East WT Harris Boulevard, 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. The site will be subject to transportation improvements in accordance with the UDO, conditional transportation notes, and the adopted CDOT Streets Map. CDOT will work with the petitioner during the permitting process to pursue all options to provide additional forms of connectivity that reflect the types of development associated with this place type and zoning district.

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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	Convenience Store w/Pumps (NC, 1.24 acres)	2,000 SF & 8 Fueling Positions	2,116*	128	147	*General Guidance from Planning & RZ# 2025-021*
Proposed Zoning	Commercial (NC-CD, 1.24 acres)	4,000 SF	398	16	41	*Site Plan: 08-20-26*

**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. **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.

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