General Review Information
The site is on W.T. Harris Boulevard (major thoroughfare, state maintained) and Forest Drive (local, city maintained), and is in a wedge outside Route 4. This project is located within the Northlake Area Plan.

Active Projects Near the Site:
- There are no active projects within the immediate vicinity.

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 on a major thoroughfare road. The petitioner should revise the site plan to meet the ordinance requirements of curb and gutter, sidewalk and bicycle facilities to meet Charlotte WALKS and Charlotte BIKES City policies along W.T. Harris Blvd and Forest Drive. In addition, the petitioner should commit to the remaining outstanding issues to accommodate the additional proposed traffic in the transportation network.

Trip Generation

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Land Use</th>
<th>Intensity</th>
<th>Trip Generation (vehicle trips/day)</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Use</td>
<td>Vacant</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Entitlement with Current Zoning</td>
<td>CC</td>
<td>Too many used to Determine</td>
<td>General Guidance from Planning</td>
<td></td>
</tr>
<tr>
<td>Proposed Zoning</td>
<td>Fast Food W/ DT</td>
<td>3,000 SF</td>
<td>1,415</td>
<td>Site Plan: 05-11-20</td>
</tr>
</tbody>
</table>
Please provide responses to our comments.

Outstanding Issues

**1. Curbline**

a. **W.T. Harris Boulevard**: Per Chapter 19 of the City Code, the future location of curb and gutter should be placed to provide a right turn lane from the future edge of pavement that will be constructed within the recently approved land development Accela Project: LDC-2018-00176 - Quik Trip 1087. The roadway plans along this petition’s frontage start on sheet PMP-7 of the approved roadway improvement plans. The right turn lane should be reconstructed, from the QT widening edge-of-pavement to fulfill the Northlake Area Plan’s cross section below.

b. **Forest Drive**: Location of curb and gutter should be placed from the existing edge-of-pavement, per Chapter 19 of the City Code.

The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road.

c. **New Comment**: Revise note 3.E accordingly to encumber a 12’ MUP (Charlotte BIKES) and a 20’ planting strip relative to the Northlake Area Plan’s cross-section depicted above.

**2. Traffic Study**

A Traffic Impact Study is not necessary for the complete review of this petition. If the site generates more than 2,500 daily trips, then a traffic study will be required.

3. The petitioner should revise the site plan and conditional note(s) to commit to dedicate right-of-way from the W.T. Harris Boulevard centerline, to accommodate the Northlake Area Plan “Boulevard” cross section as shown above. The site plan should label and dimension the right-of-way from the road centerline.

4. From the future curb location, the petitioner should revise the site plan and conditional note(s) to commit to construct a 20-foot planting strip, and 12-foot multi-use path (per Charlotte BIKES) on W.T. Harris Boulevard, per the Northlake Area Plan cross section. The site plan should label and dimension both items from the back of curb and gutter and road centerline.

5. **Rescinded**

To improve street connectivity, the petitioner should revise the site plan and conditional note(s) to add a driveway to Forest Drive along the northern property line, to allow residents of the Forest Drive neighborhood to access the site without accessing W.T. Harris Boulevard.
6. Per NCDOT, the petitioner should revise the site plan and conditional note(s) to provide a right turn lane from the future edge of pavement that will be constructed within the recently approved land development Accela Project: LDC-2018-00176 - Quik Trip 1087.

7. The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of all rights of way to the City before the site’s first building certificate of occupancy is issued. CDOT requests right of way set at 2’ behind back of sidewalk where feasible.
   a. New Comment: Note 3.G - Dedication of right-of-way is not contingent on a potential delay future road improvement project, please change the language accordingly.

8. The petitioner should revise the site plan to add a 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.

9. Resolved - Sample format for comment that is resolved

Advisory Information
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 (and two 10’ x 70’ sight triangles on North Carolina Department of Transportation on NCDOT maintained streets) 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 connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and the North Carolina Department of Transportation 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
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.