General Review Information
The petition is located adjacent to Hucks Road (city-maintained, major thoroughfare) and Browne Road (state-maintained, major thoroughfare). The petition is in a Wedge and is outside Route 4. The applicable plan for the area is the Prosperity Hucks Area Plan.

Active Projects Near the Site:
- There are no active projects near this petition.

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 Hucks Road (City-maintained, major thoroughfare) and Browne Road (State-maintained, major thoroughfare). Site plan review of ordinance requirements will occur during the land development permitting process, since this is a conventional rezoning request. Chapter 19 of the City Code may apply and require the developer to construct the curb at the future location: 30-feet from the centerlines of Hucks Road and Browne Road. During permitting, CDOT will also request multi-use paths to be constructed along both streets, in accordance with Charlotte BIKES.

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>Single Family</td>
<td>1 DU</td>
<td>10</td>
<td>Tax Record</td>
</tr>
<tr>
<td>Entitlement with Current Zoning</td>
<td>Single Family (12.89 acres, R-3)</td>
<td>38 DU</td>
<td>430</td>
<td>General Guidance from Planning</td>
</tr>
<tr>
<td>Proposed Zoning</td>
<td>Single Family (12.89 acres, R-4)</td>
<td>51 DU</td>
<td>560</td>
<td>General Guidance from Planning</td>
</tr>
</tbody>
</table>
Provide comments to the specified comments below.

**Outstanding Issues**

1. **Traffic Study:**
   A Traffic Impact Study is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.

**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, as per the City of Charlotte’s Driveway Regulations.

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 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 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 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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.