

# Rezoning Transportation Analysis

Petition Number: 2022-119

General Location Identifier: 02932107, 02931106, 02932153

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**Reviewer:**

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## Revision Log:

Date	Description
12-29-22	First Review (TM)

## General Review Information

The petition is located on the south side of Robert Helms Road, a State-maintained local street west of Prosperity Ridge Road, a City-maintained minor throughfare. The petition is located in a Prosperity Church Road Mixed Use Activity Center outside of Route 4, and within the Prosperity Hucks Area Plan.

### Active Projects Near the Site:

- Craven Thomas Road/Robert Helms Road Streetscape (Prosperity Village CNIP)
  - Make streetscape improvements along Craven Thomas Road and Robert Helms Road. Improvements may include a multi-use trail, landscaping, resting areas, lighting, and gateway identification monuments/artwork.
  - Construction

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*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.*

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Based on our review of the petition, we offer the following information for your consideration.

## Transportation Summary

The petition is located on the south side of Robert Helms Road, a State-maintained local street west of Prosperity Ridge Road, a City-maintained minor throughfare. A Traffic Impact Study (TIS) is not required for this site due to the site not generating 2500 daily trips and/or not triggering any other City TIS requirements. Site plan and/or conditional note revisions are needed to commit to site plan entrance revisions to Robert Helms Road and reverse angle parking being revised to parallel on-street parking. Further details are listed below.

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## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	<i>Tax Record</i>
Entitlement with Current Zoning	Single Family (R-3, 9.19 acres)	27 Dwelling Units	305	<i>General Guidance from Planning</i>
Proposed Zoning	Single Family Attached Multifamily (Low-Rise) (UR-3, 9.19 acres)	6 Dwelling Units 279 Dwelling Units	1,915	<i>Site Plan: 06-24-22</i>

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

## Outstanding Issues

**Strikethrough = Resolved**

### 1. Curblines:

- Robert Helms Road:** The future location of curb and gutter is in its existing location.
- Johnston Oehler Road:** The future location of curb and gutter is in its existing location.

NOTE: Additional distance from center line to back of curb may be required in locations where a median is present or around intersections and interchanges.

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

### 2. Traffic Study:

A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating less than 2,500 daily trips and/or not triggering any other City TIS requirements.

- The Comprehensive Transportation Review (CTR) was recently approved by City Council under the new UDO. In lieu of a TTM for the proposed site CDOT has requested the petitioner complete a CTR for the site. The petition's zoning falls within the low intensity development which based on the 1,915 daily trips will trigger Tier 2 (6 mitigation points) for multimodal 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 (6 mitigation points) for multimodal assessment.

- Revise site plan by dimensioning and labeling all ROW along Robert Helms Road and Johnston Oehler Road from the roadway centerline.
- Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk on the internal public roadway extension per Chapter 19. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement.
- The proposed dwelling units exceeds 12 per acre. Per Chapter 20 Subdivision ordinance, revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk along the public roadway extension. The wider sidewalk also meets the Charlotte WALKS Policy.

Reference (CLDSM standard detail U-03) for street typical.

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7. Add a conditional note specifying "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."
8. Revise site plan and conditional note(s) to commit to existing on-street parking by adding an ADA stall to Johnston Oehler Road and Robert Helms Road.
9. Revise site plan and conditional note(s) to remove the site entrance on Robert Helms Road per NCDOT comments.
10. Revise site plan and conditional note(s) to extend all public infrastructure along the public roadway extension to the property line.
11. Revise site plan and conditional note(s) to callout the roadway extension roadway cross section per CLDSM.
12. Revise site plan and conditional note(s) by revising on-street parking space along the proposed public roadway extension to be installed as parallel parking stalls. One stall shall be an ADA compliant stall.  
**Note:** the proposed internal public road extension cannot be accepted for City maintenance until it is connected to the public roadway system by another public street connection.
13. Revise site plan and conditional note(s) by adding a conditional note and callout to the site plan committing to coordination with CIP project Craven Thomas Road/Robert Helms Road Streetscape (Prosperity Village CNIP).
14. 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."
15. Add a conditional 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."
16. Add conditional note specifying "All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad north eastern Mecklenburg area, by way of a private/public partnership effort or other public sector project support."

## 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'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.

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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. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link:  
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>