

# Rezoning Transportation Analysis

Petition Number: Insert Zoning Petition #2021-062

General Location Identifier: 14303106

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**Reviewer: Kevin Parker**  
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Revision Log:	Date	Description
	05-27-2021	First Review (KP)
	06-24-2021	Second Review (KP)

### General Review Information

The petition is located at the existing street stub associated with Cascade Point Boulevard, a City-maintained local street. The petition is in the Old Coliseum Center inside Route 4. Applicable area plans include the Westside Strategy Plan Study.

### Active Projects Near the Site:

- N/A

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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 site is located at the existing stub street stub of Cascade Point Boulevard, a City-maintained local street, behind the South Charlotte VA Clinic on Tyvola Boulevard. Additionally, in accordance with the City's WALKS Policy, the petitioner has proposed an internal pedestrian network that will provide connectivity to the existing network on Tyvola Road. Site plan revisions are needed to meet ordinance requirements and/or the outstanding items including, but not limited to clarifying the limits of the private and public street network, revising conditional notes associated with the street network and the Irwin Creek Greenway Connection, and incorporating a three-way intersection with appropriate curb ramps within the internal street network. Further details are listed below.

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**Trip Generation**

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	0	Tax Record
Entitled Use	Office	2,265,000 SF	21,885	RZ 2002-074
Proposed Use	Townhomes Apartments	80 Units 310 Units	2,255	Site Plan: 4/8/2021

Provide comments to the specified comments below.

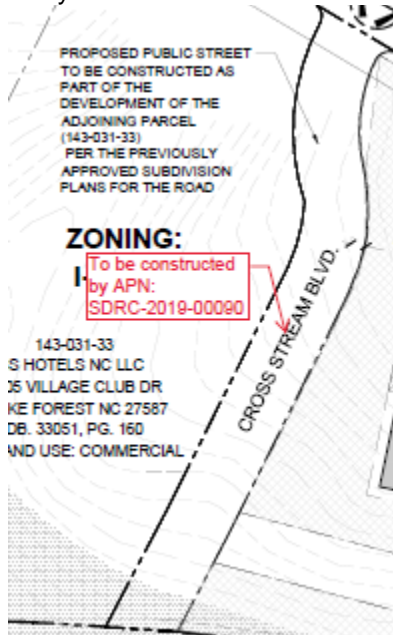
**Outstanding Issues**

**Strikethrough = Resolved.**

~~1. Traffic Study:~~

~~A Traffic Impact Study (TIS) 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~~

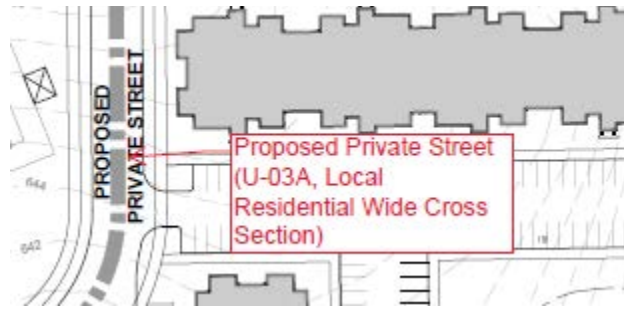
~~2. Revise site plan and conditional note(s) to reference the approved Accela Project number associated with Cross Stream Boulevard. Additionally, show the linework for the roadway and pedestrian infrastructure, including the right-of-way.~~



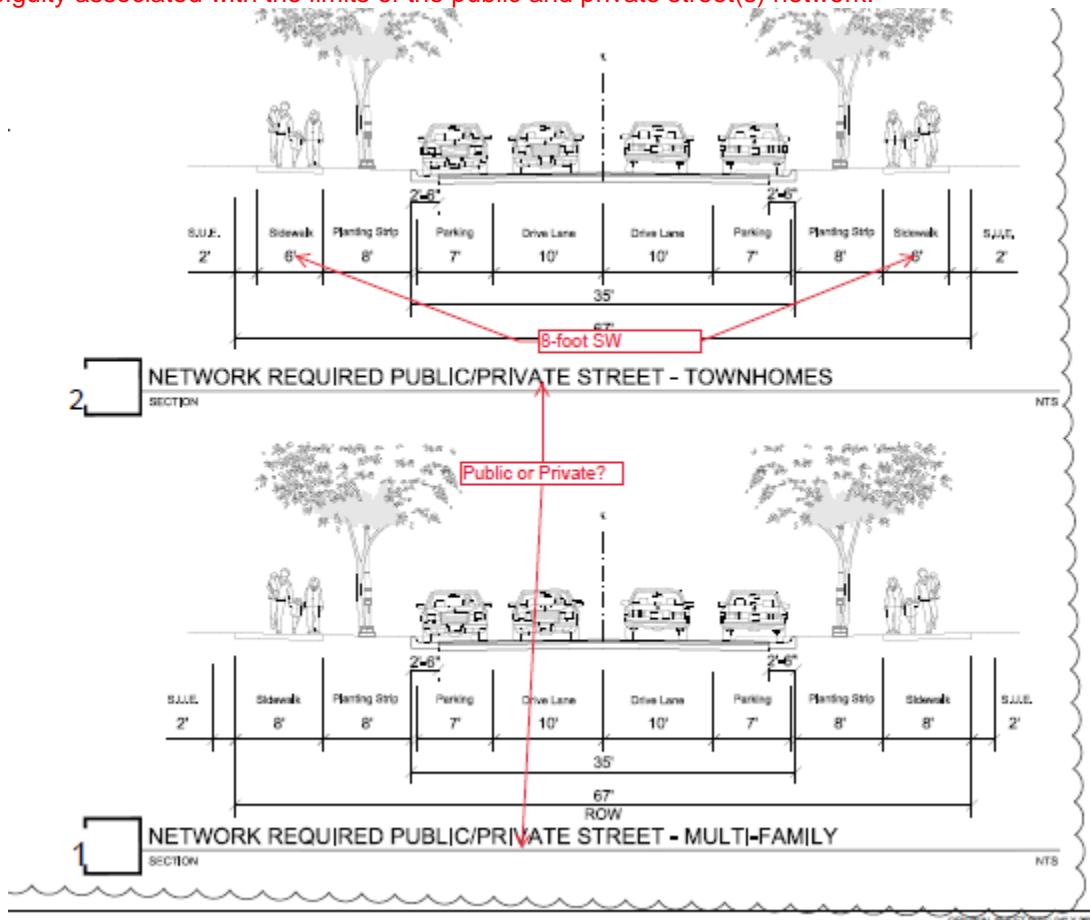
~~3. Revise site plan and conditional note(s) by clarifying the cross section associated with the private street. If the proposed private street is intended to be constructed in accordance with the Local Residential Wide Section, then the site plan needs to clearly label the private street as such.~~

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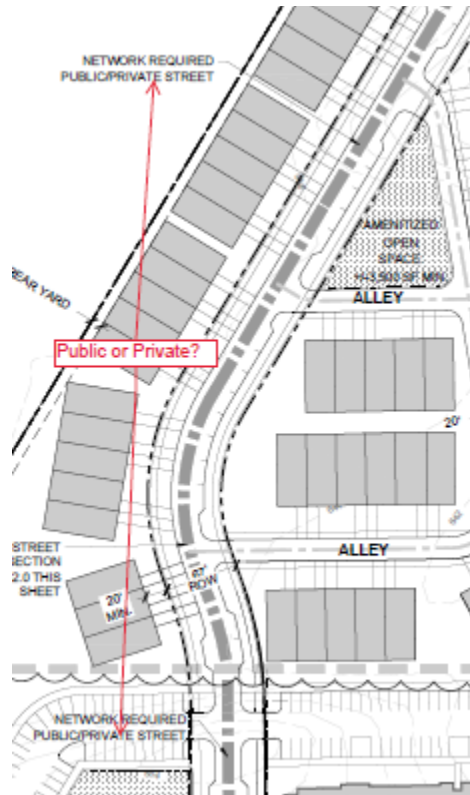
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**Update to Comment as a Result of 06-14-2021 Site Plan:** Reference the CLDSM U-03A Local Residential Wide Section for the proposed public street cross section. Secondly, given the proposed density, 8-foot planting strips and 8-foot sidewalks are required along all public street frontages. Revise Cross Section 2 on sheet RZ-2 to incorporate an 8-foot sidewalk, if the street is intended to be public. Third, clearly label the proposed private and public streets and cross sections on the sheet RZ-2, and verify the conditional notes' accuracy and revise accordingly referencing public or private streets, specifically note 3.a. Streets and cross sections shall not be labeled Public/Private and there will be no ambiguity associated with the limits of the public and private street(s) network.



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a. **EXTENSION OF CASCADE POINTE BOULEVARD AS A PUBLIC AND/OR PRIVATE STREET.** A NEW PUBLIC STREET LOCATED WITHIN THE SITE SHALL BE INSTALLED TO EXTEND FROM THE TERMINUS OF CASCADE POINTE BOULEVARD THROUGH DEVELOPMENT AREA B TO DEVELOPMENT AREA A AS A PUBLIC STREET; THE STREET WILL ALSO BE EXTENDED THROUGH DEVELOPMENT AREA A EITHER AS A PUBLIC STREET OR A PRIVATE STREET, THE DETERMINATION IF THE STREET WILL BE EXTEND AS A PUBLIC OR PRIVATE STREET WILL BE MADE DURING THE LAND DEVELOPMENT APPROVAL PROCESS FOR DEVELOPMENT AREA A. THE CROSS-SECTION OF THIS NEW PRIVATE/PRIVATE STREET IS DEPICTED ON THE REZONING PLAN. THE PORTIONS OF THE STREET THAT ARE PRIVATE WILL BE PROVIDED WITH A PUBLIC ACCESS EASEMENT. THE INSTALLATION OF THE NEW STREET SHALL TAKE PLACE AS ADJACENT DEVELOPMENT SERVED BY SUCH NEW STREET OCCURS AS REGULATED BY THE SUBDIVISION ORDINANCE PROCESS, INCLUDING, WITHOUT LIMITATION, A RECOGNITION THAT DEVELOPMENT WITHIN DEVELOPMENT A AND DEVELOPMENT B MAY TAKE PLACE AT DIFFERENT TIMES AND DEVELOPMENT WITHIN SUCH DEVELOPMENT AREAS MAY TAKE PLACE IN PHASES.

Limits of Public and Private streets need to be determined prior to rezoning approval.

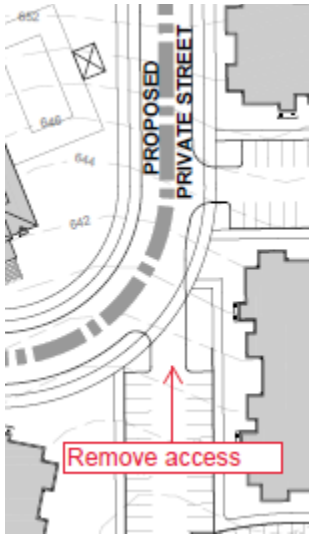
/2021 4:06 PM DAPHNE BRICE Z:\TEMPLATES\SHEETS\CD SHEETS\LA\SHEET-24X36.DWT

4. Revise the site plan and conditional notes by removing the parking lot access driveway located in the curve of the private street.

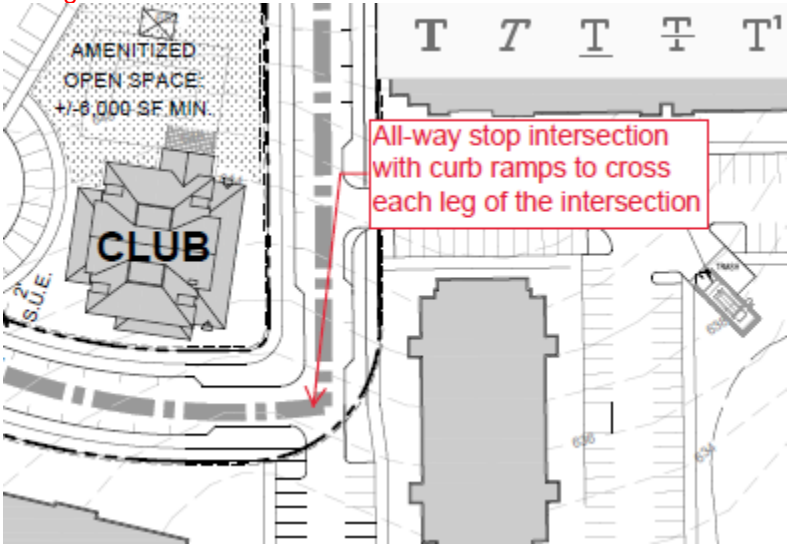
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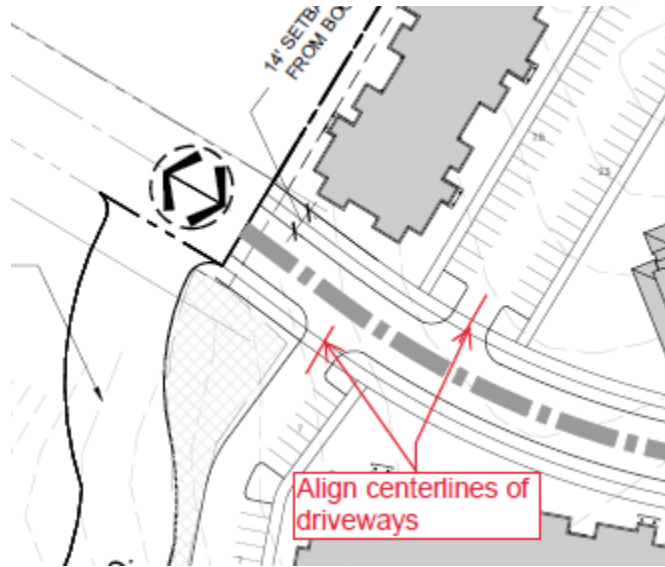


**Update to Comment as a Result of 06-14-2021 Site Plan:** Revise the site plan and conditional notes to commit to constructing this newly aligned roadway/driveway network as an all-way stop intersection with appropriate stop signs and stop bars. Additionally, commit to constructing ADA curb ramps to cross each leg of the intersection.

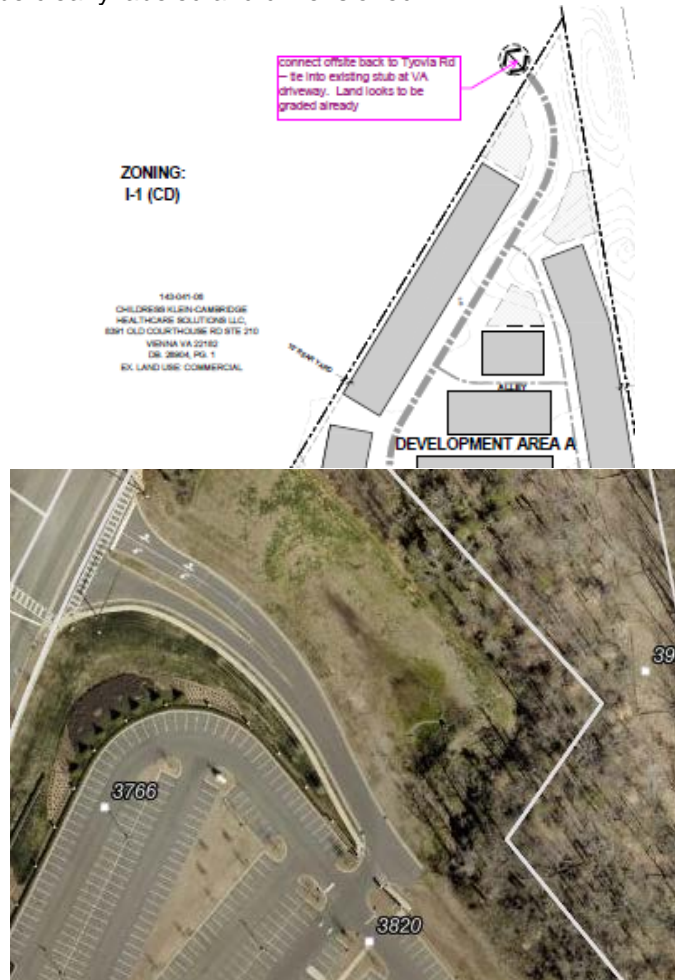


- 5. ~~Revise the site plan by aligning the centerlines of the driveways closest to the existing Cascade Pointe Boulevard street stub. This will mitigate the points of conflict along this proposed private street.~~

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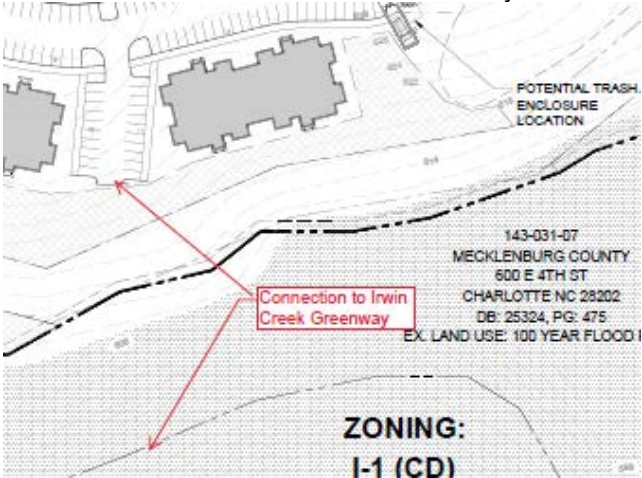


- 6. ~~Revise the site plan and conditional notes by committing to connect to the northern site access into the existing stub adjacent to the VA Health Clinic, located on PID 14304106. The cross section and relative infrastructure should be clearly labeled and dimensioned.~~



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- 7. Revise the site plan and conditional notes by committing to coordinate with Mecklenburg County Parks and Recreation to create a connection to the Irwin Creek Greenway.



**Update to Comment as a Result of 06-14-2021 Site Plan: Revise conditional note 5.a:**

- 5. ACCESS TO MECKLENBURG COUNTY GREENWAY.
  - a. PETITIONER WILL COORDINATE WITH MECKLENBURG COUNTY PARKS & RECREATION TO CREATE A CONNECTION FROM DEVELOPMENT AREA B TO THE IRWIN CREEK GREENWAY ~~IN A LOCATION REASONABLY ACCEPTABLE TO THE PETITIONER PROVIDED THAT PETITIONER SHALL NOT BE REQUIRED TO BEAR THE COST OF BRIDGES OR OTHER SIGNIFICANT HARDSCAPE IMPROVEMENTS FOR SUCH CONNECTION BEYOND CUSTOMARY GRADING AND PATH IMPROVEMENTS.~~
- 6. "The location of the Greenway connection will be coordinated during permitting. CDOT may rescind this commitment if sufficient documentation is provided that the proposed connection is unfeasible."

- 8. Revise site plan and conditional note(s) by committing to include on-street parking, along the proposed private street, throughout the portion of the site's Townhome Development Area. This on-street parking will be designed and constructed in accordance with the CLDSM.

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- ~~9. A site plan note(s) 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 is needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.~~
- ~~10. A site plan note specifying that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued is needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.~~

**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. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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.
3. 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.
4. 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.



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5. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
9. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:  
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>