

## Rezoning Transportation Analysis

**Petition Number** 2015-058

**Location** Approximately 7.1 acres located on the southwest corner at the intersection of Morrison Boulevard and Sharon Road

CDOT's Review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte'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 to be used in the overall City staff analysis of the rezoning petition and includes information on trip generation, outstanding site plan concerns, and an overall summary of the case from a transportation perspective.

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

### Transportation Summary

This site is located within a mixed-use activity center. Generally CDOT supports greater density in mixed use activity centers since the mixture of uses yields shorter vehicle trip lengths that are less impactful than accommodating the same uses spread over greater distances. Further, if the design of the development sites can be done with safe, comfortable, and convenient facilities for pedestrians and cyclists, the rate of automobile usage per square foot of development can be reduced.

The Southpark Activity Center experiences significant congestion today, mostly concentrated along Sharon Road and Fairview Road. The primary transportation goals for this site are to a) mitigate impacts of traffic by the development where possible, and b) Improve street connectivity to provide more route choices and improve pedestrian and bicycle access, and c) coordinate the planned improvements with other development improvements in the area. The revised site plan decreased development intensity and therefore the site's trip generation reduced from 13,000 to 9,600 daily trips.

This rezoning proposal commits to the following improvements:

- Construction of an eastbound right-turn lane on Colony Road at Sharon Road.
- Construction of a second southbound left-turn lane on Sharon Road at Morrison Boulevard.
- Laneage modifications on the eastbound approach of Coltsgate Road to Cameron Valley Parkway to include separate left and right-turn lanes.
- Construction of a second southbound left-turn lane from Cameron Valley onto Fairview
- Extension of the eastbound left-turn lane from Fairview onto Cameron Valley Parkway
- Funding for the future signalization of Morrison and the site's northern access (site drive #1)

These mitigations are appropriate for the proposed rezoning based on the available opportunities for congestion mitigation, however the combined effects of the increased development and the transportation improvements will yield increased congestion overall.

### Trip Generation

Existing Zoning			
Scenario	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use			
Entitlement	Church + Day Care		1,000

Proposed Zoning			
Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)
3/18/15	Apartments Office Hotel Rec. Community Center Retail	690 dwellings 33.5k sf 175 rooms 20k sf 150k sf	13,000
1/15/2016	Apartments Hotel Rec. Community Center Retail	490 dwellings 175 rooms 20k sf 170k sf	9,600

### Resolved Issues

1. CDOT does not support the proposed configuration of the internal street network. A more direct connection is needed between Morrison Boulevard and the western property line.
2. Modify the Site Drive 1 connection to Morrison Boulevard to reflect the laneage recommendations in the conditional notes and remove the on-street parking in close proximity with Morrison Boulevard.
3. Modify note 'e' to indicate that the signal will be funded and installed by the petitioner upon approval by the Charlotte Department of Transportation including any associated and necessary modifications to the intersection to become signalized.
4. The building footprint appears to encroach into or over the pedestrian space along Morrison Boulevard under "Option 2."
5. Remove note 'k' (CDOT supports the coordination between petitioners on overlapping responsibilities; however that should not be addressed through the zoning notes and either

party remains responsible for the identified improvements, regardless of any cost-sharing arrangements made by the developers). Similarly, figures 6 and 17 should either be removed or have references to shared improvements removed from the conditional plan.

6. The building footprint appears to encroach into or over the pedestrian space along Morrison Boulevard under "Option 2."

### **Outstanding Issues**

1. CDOT does not support enclosing the private street near Morrison Boulevard.
2. CDOT does not support a major access to the site from Morrison Boulevard between Site Drive #1 and Sharon Road as depicted on "Option 2." CDOT will support this driveway if the plan limits the usage of the access based on how much parking it serves.
3. CDOT does not support the right-turn lane depicted on Morrison Boulevard on the "Option 2" exhibit.
4. Remove or update Schematic site plans (Sheets RZ-3 and RZ-4) to match Technical Data Sheets. CDOT does not support the depicted street designs on the schematic site plans.
5. Revise the technical data sheet in the site plan to depict site driveways 4 and 5 to match note 4.1. h and i.
6. Revise note II.b to read: All transportation improvements, including Private Street #1 between Morrison Blvd. and Coltsgate Road shall be completed and approved before the site's first building certificate of occupancy is issued, except the implementation of the traffic signal at Morrison Blvd./Site Drive 1, which will be implemented when deemed necessary by CDOT.

### **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. 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. 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.
3. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles 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.

4. The proposed driveway connection(s) to Central Ave. will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be 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 the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.