

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.

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 (see note #4 below)

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.

CDOT has strong reservations about this petition until the outstanding issues are addressed.

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

Outstanding 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. We do not recommend enclosing the private street near Morrison Boulevard.
3. 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.
4. 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.
5. 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."
6. CDOT does not support the right-turn lane depicted on Morrison Boulevard on the "Option 2" exhibit.

7. The building footprint appears to encroach into or over the pedestrian space along Morrison Boulevard under "Option 2."
8. 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.