

Rezoning Transportation Analysis

Petition Number: 2026-019

General Location Identifier: 02907118

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Reviewer:

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Revision Log:

Date	Description
4-23-26	First Review (BH)
5-21-26	Second Review (BH)

General Review Information

The petition is located adjacent to Morehead Road, a State-maintained major arterial, east of Old Holland Road, a State-maintained local street. The petition is located in a northeast corridor outside of Route 4, within the Northeast Area Plan.

Active Projects Near the Site:

- o N/A

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 Morehead Road, a State-maintained major arterial, east of Old Holland Road, a State-maintained local street. A Traffic Impact Study (TIS) is not required for the site due to the development generating site trips under ordinance thresholds. The site will trigger a Tier 1 multimodal assessment. Site plan and/or conditional note revisions are needed to commit to providing shared use path along entire parcel frontage of Morehead Rd, showing future back of curb and gutter location along entire parcel frontage, and dedicating right of way through entire parcel frontage in accordance with UDO Article 32.7 and Charlotte Streets Map. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation			Source
			Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	
Existing Use	Vacant	-	-	-	-	<i>Tax Record</i>
Entitlement with Current Zoning	Single Family (N1-A, 22.89 acres)	68 DUs	708	52	69	<i>General Guidance from Planning</i>
Proposed Zoning	Manufacturing (ML-2, 22.89 acres)	228,900 SF	1,065	149	182	<i>Site Plan: 03-12-26</i>

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

Outstanding Issues

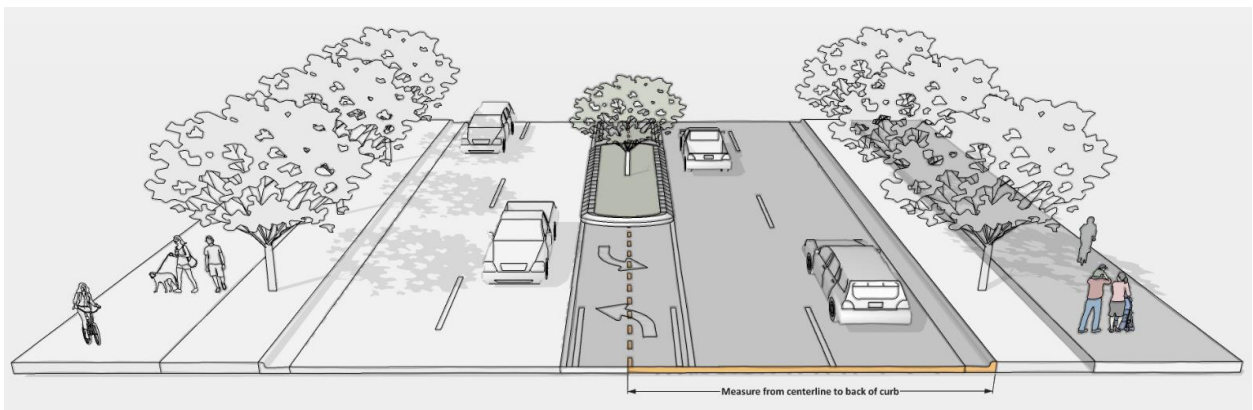
Strikethrough = Resolved

1. Curblines:

- a. **Morehead Rd:** Location of future back of curb and gutter is to be shown at 30-feet from road centerline and must be shown in the future location according to UDO Article 32.7.

4+ Avenue with Shared Use Path (Charlotte Streets Map)

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



Note: NCDOT has determined that new curb and gutter will not be installed on Morehead Rd.

Clarifying Comment 5-21-26: Future back of curb location must be shown at 30-feet from road centerline throughout the entire parcel frontage of PID 02907118.

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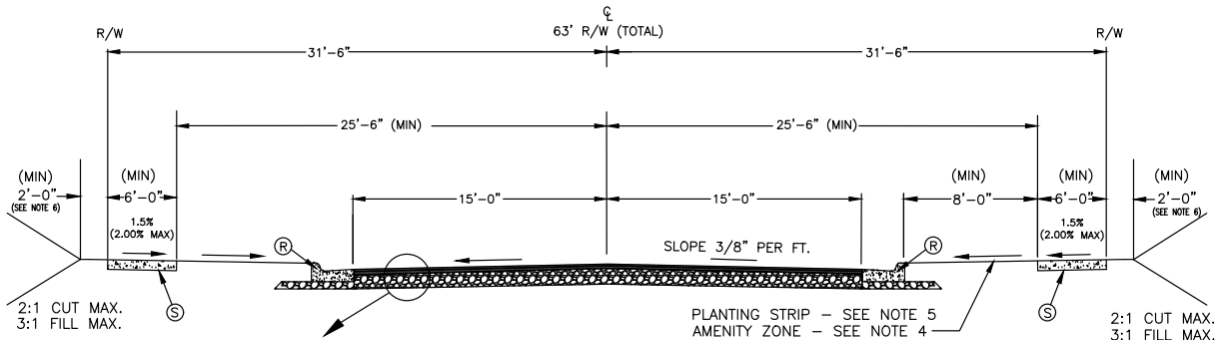
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- b. ~~Old Holland Rd:~~ Location of future back of curb and gutter is to be shown at 17.5 feet from road centerline and must be shown in the future location according to UDO Article 32.7.

~~Local Industrial Street (CLDSM U-06)~~

~~Label and dimension the back of curb and gutter from the centerline of each road on the site plan.~~



2. ~~Comprehensive Transportation Review (CTR):~~

~~A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating site trips under ordinance thresholds found in the Charlotte Streets manual Table 3.1 and/or not triggering any other City TIS requirements.~~

~~The petition's zoning falls within the low intensity development which will trigger Tier 1 (3 mitigation points) for multimodal assessment. The petitioner shall review and assess the publicly accessible pedestrian network within 1/4 mile walking distance of the site to identify multimodal infrastructure to meet the Tier 1 (3 mitigation points) for multimodal assessment.~~

~~Complete CTR summary table and include on the revised plan. CTR table link (use Site Data Table - CTR Summary tab): <https://www.charlottenc.gov/files/sharedassets/city/v/2/growth-and-development/documents/dev-center-fees/resources/udo-site-data-tables-curb-ramps-and-ctr.xlsx>~~

3. Revise site plan and conditional note(s) to commit to dedicate 52-foot right-of-way from the road centerline of Morehead Rd. The site plan shall label and dimension the right-of-way from the road centerline.

Clarifying Comment 5-21-26: Proposed right of way must be shown at 52-feet from the road centerline of Morehead Rd throughout the entire parcel frontage of PID 02907118.

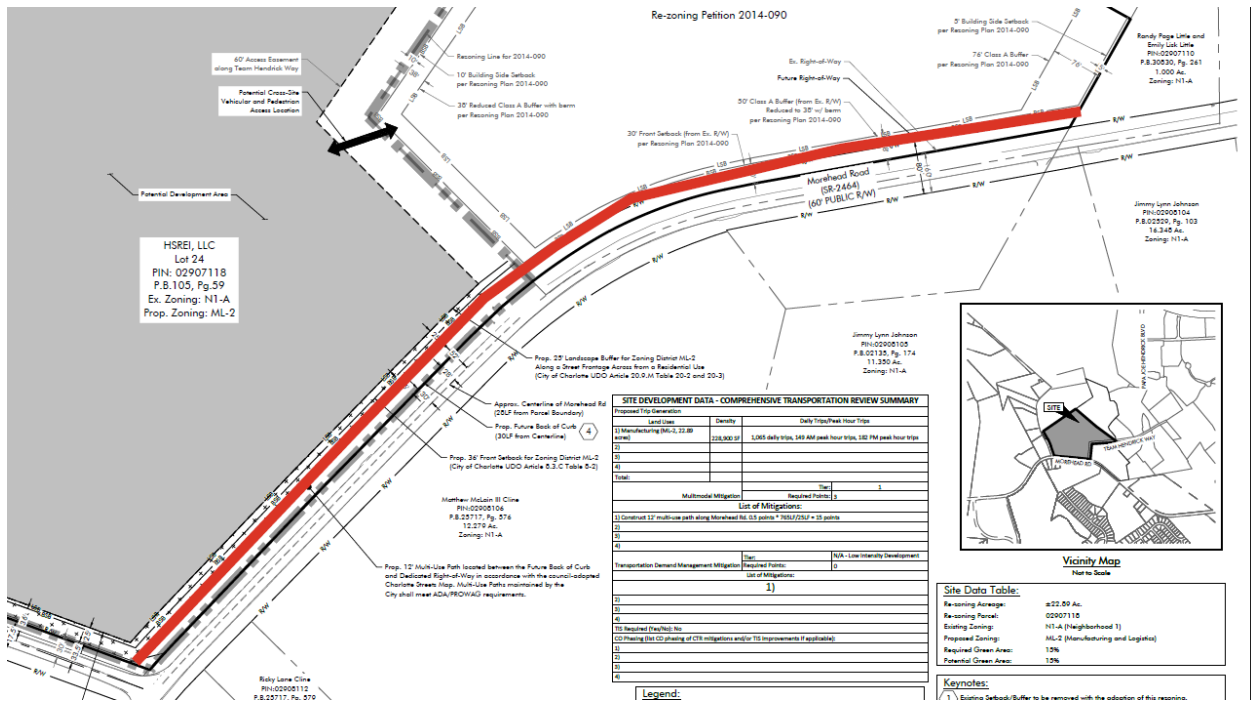
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- Revise site plan and conditional note(s) to commit to construct bicycle facilities along Morehead Rd by installing a 12' multi-use path in accordance with the council-adopted Charlotte Streets Map. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements.

Clarifying Comment 5-21-26: Proposed 12' multi-use path must be clearly shown along Morehad Rd throughout the entire parcel frontage of PID 02907118.



- ~~Revise site plan and conditional note(s) to commit to dedicate 33.5 feet right of way from the road centerline of Old Holland Rd. The site plan shall label and dimension the right-of-way from the road centerline.~~
- ~~Revise site plan and conditional note(s) to commit to construct pedestrian facilities along Old Holland Rd by installing a 6' sidewalk in accordance with the Charlotte Land Development Standards Manual (CLDSM) Local Industrial Street. Sidewalks maintained by the City shall meet ADA/PROWAG requirements.~~
- ~~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."~~
- ~~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."~~

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- ~~9. 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 approved by CDOT and explicitly described in site plan notes.~~

- ~~10. If adjacent to NCDOT road: 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 Unified Development Ordinance.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 50' x 50' 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 to comply with City of Charlotte Unified Development Ordinance regulations.
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>