

Rezoning Transportation Analysis

Petition Number: 2026-051

General Location Identifier: 02907107

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Reviewer:

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Revision Log:

Date	Description
08-27-26	First Review (ME)

General Review Information

The petition is located on Morehead Road, a State-maintained arterial road, east of the intersection of Morehead Road and Old Holland Road, a State-maintained local road, adjacent to the Cabarrus County Line. The petition is located in the east wedge outside of Route 4 and is in the Neighborhood 1 place type of the 2040 Policy Map.

Active Projects Near the Site:

- 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 petition is located on Morehead Road, a State-maintained arterial road, east of the intersection of Morehead Road and Old Holland Road, a State-maintained local road, adjacent to the Cabarrus County Line. A Traffic Impact Study (TIS) is required for the proposed site due to it exceeding ordinance thresholds. Site plan and/or conditional note revisions are needed to commit to right-of-way dedication, construction of streetscape and turn lanes, alignment and gate location of the fire access driveway, completion of TIS, and providing a cross-access stub and easement. Further details 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, 22.1 acres)	66 DUs	688	51	67	<i>General Guidance from Planning</i>
Proposed Zoning	Multifamily Housing (Low-Rise) (N2-B, 22.1 acres)	266 DUs	1,780	105	135	<i>Site Plan: 07-22-26</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:

- Morehead Road:** Location of future back of curb and gutter is to be constructed at 30-feet from the roadway centerline. All existing infrastructure must be accommodated.

4+ Avenue with shared use path (Charlotte Streets Map)



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

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2. Comprehensive Transportation Review (CTR):

A Traffic Impact Study is required for the complete review of this petition due to the site generating site trips over ordinance thresholds found in the Charlotte Streets Manual Table 3.1 and/or triggering other City TIS requirements.

Staff will receive the petition and begin review, but the public hearing will not be scheduled until the TIS is approved to allow for the minimum time necessary for CDOT to review the study and reach agreement with the petitioner on the required transportation commitments. Any agreed upon commitments shall be included on the last site plan submitted no fewer than 4 weeks prior to the public hearing. Therefore, additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT (and NCDOT).

The petition's zoning falls within the medium to high intensity development which based on the 1,780 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.

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-feet of right-of-way from the road centerline for Morehead Road. The site plan shall label and dimension the right-of-way from the road centerline. ROW to encompass the 8-foot planting strip and the required 12-foot shared use path and to be placed 2-feet behind the sidewalk. The last 2-feet behind the sidewalk can also be a sidewalk utility easement (SUE). Add a conditional note committing to this improvement. If existing right-of-way meets or exceeds 52 feet from roadway centerline then label and dimension the existing right-of-way.
4. Revise site plan and conditional note(s) to align the fire access driveway with the driveway across the street on Morehead Road and provide the parcel number and property information of the existing driveway across the street.
5. Revise site plan and conditional note(s) to show that the fire access driveway gate and any associated card reader or Knox Box will both be set at least 40 feet from the proposed ROW.
6. Add conditional note stating that the proposed monument sign will not be located within any required sight triangle in compliance with the CDOT Sight Distance Policy and NCDOT requirements.
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. 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.”
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.

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10. 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.”
11. Revise site plan and conditional note(s) to construct the 8-foot planting strip and 12-foot shared-use path on Morehead Road. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement. Add a conditional note that the entire facility must be outside of the right of way and within a public access easement. Add conditional note committing to construction and maintenance of the 12-foot shared-use path on Morehead Road by the developer.
12. Revise site plan and conditional note(s) to provide a left turn lane with 150 feet of storage and a right turn lane with 100 feet of storage at the access point across from Sweet Meadow Boulevard in coordination with NCDOT and CDOT.
13. Revise site plan and conditional note(s) to provide a cross access stub and easement to parcel number 02907110 in compliance with UDO Article section 31.2.

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>