

Rezoning Transportation Analysis

Petition Number: 2025-004

General Location Identifier: 12305403

From: Jake Carpenter, PE

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980-221-5675

Reviewer:

Natalie King, PE

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980-417-0206

Revision Log:

Date	Description
02-26-25	First Review (NK)
08-20-25	Second Review (NK)
11-20-25	Third Review (NK)

General Review Information

The petition is located at the intersection of East Morehead Street, a State-maintained major arterial, and Myrtle Avenue, a City-maintained local street. The petition is located in a south corridor inside of Route, within the Center City 2020 Vision Plan.

Active Projects Near the Site:

- CIP - Myrtle/Morehead Phase II Storm Drainage Improvement Project
 - Location Description: The project area is bordered by South Boulevard to the north and west, Kenilworth Avenue to the south and Morehead Street to the east.
 - Project ID: PM67114116
 - Project Description: Install and/or repair drainage infrastructure.
 - Project Type: Storm Water
 - Project Phase: Complete
 - Anticipated Completion Date: Early 2023
 - PM: John Keene - John.Keene@charlottenc.gov
- CIP - Baxter Street to E Stonewall Street Wastewater Replacement Project
 - Location Description: Baxter Street to E. Stonewall Street
 - Project ID: CPM-40-19-011
 - Project Type: Sewer
 - Project Phase: Construction
 - Anticipated Start Date: Late 2019; Anticipated Completion Date: Early 2025
 - PM: Bliss, Chuck - bill.deal@charlottenc.gov

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.

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Transportation Summary

The site is located at the intersection of East Morehead Street, a State-maintained major arterial, and Myrtle Avenue, a City-maintained local street. A Comprehensive Transportation Review (CTR) is required for this site due to the site falling within the medium to high intensity development. Based on the 1,340 daily trips, this will trigger Tier 2 multimodal assessment and Tier 2 transportation demand management (TDM) assessment. Site plan and/or conditional note revisions are needed to commit to aligning receiving ramp with crosswalk.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation			Source
			Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	
Existing Use	Medical Office	38,557 SF	1,549	102	154	<i>Tax Record</i>
Entitlement with Current Zoning	Retail (NC, 3.14 acres)	31,400 SF	1,555	61	175	<i>General Guidance from Planning</i>
Proposed Zoning	Multifamily (Mid-Rise) Retail (CAC-2, 3.14 acres)	525 Dwelling Units 15,000 SF	3,321	257	309	Site Plan: 01-15-25
Proposed Zoning	High-Rise Residential With 1st Floor Commercial (CAC-2, 3.14 acres)	525 Dwelling Units	1,340	127	105	Site Plan: 07-30-25
Proposed Zoning	High-Rise Residential With 1 st Floor Commercial (CAC-2, 3.14 acres)	390 Dwelling Units	1,015	121	82	<i>Site Plan: 11-10-25</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. Curbline:

- a. ~~East Morehead Street:~~ Location of future back of curb and gutter is 38' from the road centerline, and the existing curbline must be relocated.

~~4+ avenue, buffered / separated bike lanes, 8' sidewalk, and 8' planting strip~~

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

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- b. ~~**Euclid Avenue:** Location of future back of curb and gutter 18' from road centerline, and the existing curbline must be relocated. This was shown correctly on the project plans where the FBOC is located at the back of any proposed on-street parking.~~

~~2 avenue, on-street parking, 8' sidewalk, and 8' planting strip~~

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

- c. ~~**Myrtle Avenue:** Location of future back of curb and gutter is 17.5', and the existing curbline can remain in current location.~~

~~Local Residential Wide Street Typical Section (8' Sidewalk) CLDSM: U-03A1~~

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

- d. ~~**Lexington Avenue** Location of future back of curb and gutter is 17.5', and the existing curbline can remain in current location.~~

~~Local Residential Wide Street Typical Section (8' Sidewalk) CLDSM: U-03A1~~

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

2. Comprehensive Transportation Review (CTR):

~~A Traffic Impact Study is not 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 3,321 daily trips will trigger Tier 3 (14 mitigation points) for multimodal assessment and Tier 3 (6 mitigation points) for transportation demand management 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 3 (14 mitigation points) for multimodal assessment. Petitioner shall also provide transportation demand management strategies to meet Tier 3 (6 mitigation points) to reduce vehicle trips and encourage alternative modes of transportation.~~

~~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>~~

~~**Clarifying Comment 8.20.25:** TIS no longer required based on the density, but it will trigger Tier 2 multimodal and TDM. Add conditional note that says, "Site will comply with CTR requirements to be finalized in permitting."~~

3. ~~Revise site plan and conditional note(s) to commit to dedicate 54' right of way from East Morehead Road centerline. The site plan shall label and dimension the right of way from the road centerline with 2' SUE at back of sidewalk.~~

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~~Clarifying Comment 8.20.25: This was listed correctly in the project conditional notes. However, please still show proposed ROW on site plan and 2' SUE from back of MUP.~~

- ~~4. Revise site plan and conditional note(s) to commit to dedicate 34' right-of-way from Euclid Avenue road centerline. The site plan shall label and dimension the right-of-way from the road centerline with 2' SUE at back of sidewalk.~~

~~Clarifying Comment 8.20.25: This was listed correctly in the project conditional notes. However, please still show proposed ROW on site plan and 2' SUE from back of sidewalk.~~

- ~~5. Revise site plan and conditional note(s) to commit to dedicate 33.5' right-of-way from Myrtle Avenue road centerline. The site plan shall label and dimension the right-of-way from the road centerline with 2' SUE at back of sidewalk.~~

~~Clarifying Comment 8.20.25: This was listed correctly in the project conditional notes. However, please still show proposed ROW on site plan and 2' SUE from back of sidewalk.~~

- ~~6. Revise site plan and conditional note(s) to commit to dedicate 33.5' right-of-way from Lexington Avenue the road centerline. The site plan shall label and dimension the right-of-way from the road centerline with 2' SUE at back of sidewalk.~~

~~Clarifying Comment 8.20.25: This was listed correctly in the project conditional notes. However, please still show proposed ROW on site plan and 2' SUE from back of sidewalk.~~

- ~~7. Revise site plan and conditional note(s) to commit to construct buffered / separated bicycle facilities by locating the curb and gutter 38' from the East Morehead road center line.~~
- ~~8. 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."~~
- ~~9. Revise site plan to remove access off East Morehead Street. East Morehead Street is an arterial, and per Charlotte Streets Manual, priority access off avenues would be a local side street. Access would be allowed off Myrtle or Lexington Avenues due to their local designation.~~
- ~~10. Revise site plan to show that there is at least 50' of separation between the existing and proposed access off Euclid per Charlotte Streets Manual.~~
- ~~11. Revise site plan to include ADA designated on-street parking. Please refer to table R211 of PROWAG for the required number of accessible on-street spaces, and to R310 of PROWAG for the specifications required for on-street parking spaces.~~
- ~~12. A pedestrian hybrid beacon is being installed along East Morehead Street. Please reach out to Natalie.king@charlottenc.gov for project plans to be incorporated with this rezoning. The plans will need to be updated to show the PHB and ensure that improvements will tie into development plans.~~
- ~~13. 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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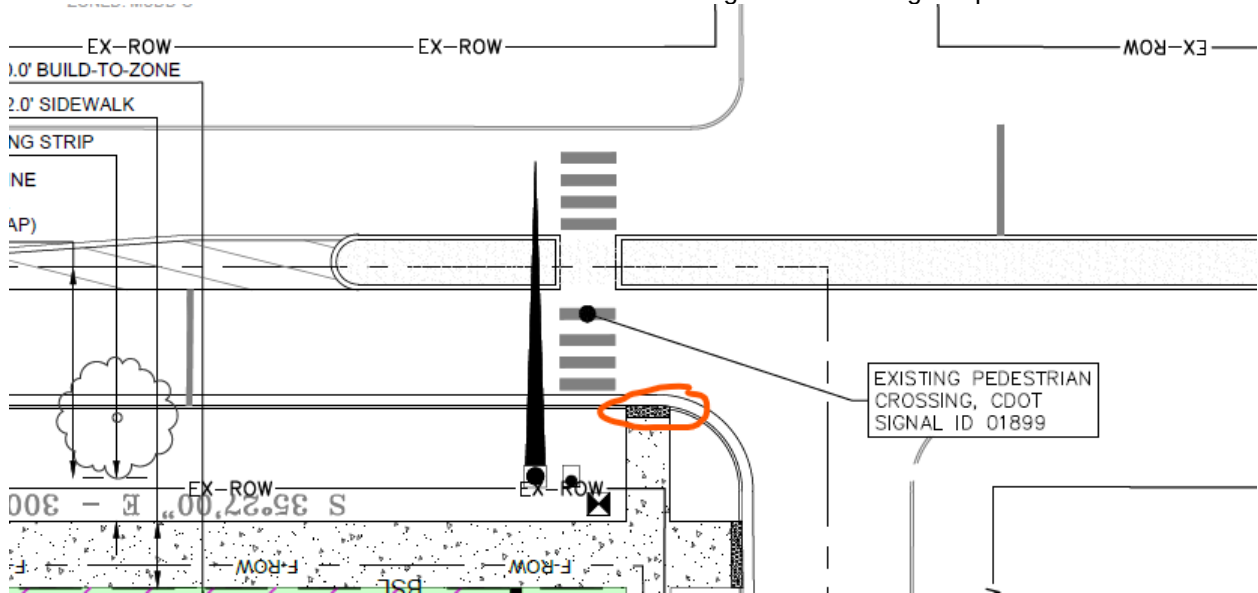
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- ~~14. Add a conditional note specifying "All transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued."~~

~~The petitioner may phase transportation improvements if said improvements and phasing are approved by CDOT and explicitly described in site plan notes.~~

15. 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 south eastern Mecklenburg area, by way of a private/public partnership effort or other public sector project support.”

16. **New Comment 11.19.25:** Shift crosswalk shown below to align with receiving ramp.



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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>