

Rezoning Transportation Analysis

Petition Number: 2026-028

General Location Identifier: 08118119, 08118167, 08118166

From: Travis Miller, PE

Travis.Miller@charlottenc.gov
980-221-5778

Reviewer:

Brent Hyatt, PE

Brent.Hyatt@charlottenc.gov
704-942-7460

Revision Log:

Date	Description
06-25-26	First Review (BH)
07-23-26	Second Review (BH)

General Review Information

The petition is located adjacent to Hawthorne Lane, a City-maintained minor arterial, north of Central Avenue, a City-maintained major arterial. The petition is located in a southeast corridor inside of Route 4, within the Center City 2020 Vision Plan.

Active Projects Near the Site:

- CIP - CityLYNX Gold Line, Phase 3
 - Project Description: Extend the streetcar alignment by 6 miles with 17 additional stops.
 - Limits From and To (Hawthorne Ln & Sunnyside Ave to Central Ave & Eastland CTC)
 - Project Phase: Planning
 - Estimated Completion Date: TBD
 - CDOT PM: Corey Watt – Corey.Watt@charlottenc.gov
 - GS PM: CATS – Jim Fatula – James.Fatula@charlottenc.gov
- CIP - Hawthorne Ln Sidewalk
 - Project Description: Construct sidewalk on the east side of Hawthorne Ln. Project will construct sidewalk along frontage (east side of Hawthorne Ln.)
 - Limits From and To (Kennon St to Central Ave)
 - Project Number: PMES241823
 - Project Phase: Design
 - Estimated Completion Date: TBD
 - CDOT PM: Laura Matney – Laura.Matney@charlottenc.gov
 - GS PM: Patricia Abney – Patricia.Abney@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 adjacent to Hawthorne Lane, a City-maintained minor arterial, north of Central Avenue, a City-maintained major arterial. A Comprehensive Transportation Review (CTR) is not necessary for the complete review of this petition. A CTR will be required during permitting if the site generates site trips over ordinance thresholds. The site will be subject to transportation improvements in accordance with the UDO and the adopted CDOT Streets Map. Conditional Note revisions are required to ensure proper coordination regarding proposed roadway construction in accordance with the UDO. Further details are listed below.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation			Source
			Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	
Existing Use	Manufacturing/ Warehousing	284,180 SF	487	58	61	<i>Tax Record</i>
Entitlement with Current Zoning	Industrial (ML-2, 21.25 acres)	925,653 SF	1,501	135	138	<i>General Guidance from Planning</i>
Proposed Zoning	NC, 21.25 acres*	-	-	-	-	<i>Site Plan: 05-04-26</i>

*Trip generation not provided for this zoning district for conventional rezonings.

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

Outstanding Issues

~~Strikethrough~~ = Resolved

1. Comprehensive Transportation Review (CTR):

A Comprehensive Transportation Review (CTR) is not necessary for the complete review of this petition. If during the permitting process the site generates the designated number of trips outlined on Table 3.1 in the Charlotte Streets Manual, then a Comprehensive Transportation Review will be required.

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2. NEW COMMENT 07-23-26: Revise conditional note to add CDOT and Subdivision to the coordination of roadway requirements. "The petitioner shall coordinate with CDOT, subdivision and CATS staff on the alignment of the new local street..."

- c. A new local public street shall be constructed on the Site to connecting Hawthorne Lane and Clement Avenue. The street shall be constructed to an Office Commercial Wide street cross-section (73' minimum right-of-way) and will be a critical segment of the future Gold Line alignment. During the land development review and approval process, the Petitioner shall coordinate with CATS staff and other City staff on the alignment of the new local street and transit corridor to accommodate the transit corridor cross-section. The Petitioner shall also coordinate with CATS staff on the location and additional reservations needed for the future Hawthorne Station platform.

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>