Rezoning Transportation Analysis

Petition Number: 2026-071

General Location Identifier: 12703701, 12703710

From: **Travis Miller, PE**
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Reviewer: **Natalie King, PE**
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Revision Log:

Date	Description
10-29-26	First Review (ME)

General Review Information

The petition is located at the intersection of Hawthorne Lane, a City-maintained arterial road and Park Drive a City-maintained local road. The petition is located in the east wedge inside of Route 4 and is in the Neighborhood Center place type of the 2040 Policy Map.

Active Projects Near the Site:

- 7th Street Parallel Bike Routes
  - Location: Several areas in the Elizabeth area, along 5th Street between Hawthorne Lane and Lamar Avenue is closest location of the project relative to this site
  - Description: Building bike facilities in several different locations in the Elizabeth neighborhood
  - Contact: Eric Koehler – Eric.Koehler@charlottenc.gov
  - Anticipated Completion Date – Late 2027

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 at the intersection of Hawthorne Lane, a City-maintained arterial road and Park Drive a City-maintained local road. A Traffic Impact Study (TIS) is required for the proposed development. The TIS scope was approved on 6/22/2026. Still awaiting initial TIS submittal. Site plan and/or conditional note revisions are needed to commit to right-of-way dedication, revisions regarding transportation improvements, site access location, widening ramps, providing UDO required streetscape and providing cross-access. 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	Church Private School Apartments	94,011 SF 23,450 SF 530 DUs	4,127	244	293	*Tax Record*
Entitlement with Current Zoning	Church Private School Apartments (OFC, 1.58 acres)	94,011 SF 23,450 SF 530 DUs	4,127	244	293	*General Guidance from Planning*
Proposed Zoning	Multifamily (Mid-Rise) Strip Retail General Office Medical/Dental Office (NC, 1.58 acres)	120 DUs 13,500 SF 143,250 SF 143,250 SF	8,557	648	865	*Site Plan: 09-14-26*

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. **Park Drive:** The location of the future back of curb is to be located in accordance with U-05 (see cross sections below) of the CLDSM. Dimension future back of curb location the site plan from the roadway centerline and add a conditional note committing to this improvement. If the existing back of curb meets or exceeds the future back of curb location, the existing curbline is to remain.

   b. **5th Street:** The future location of curb and gutter is in its existing location. No curb and gutter relocation is required. Dimension back of curb location the site plan from the roadway centerline.

   c. **Lamar Avenue**: The location of the future back of curb is to be located in accordance with U-05 (see cross sections below) of the CLDSM. Dimension future back of curb location the site plan from the roadway centerline and add a conditional note committing to this improvement.

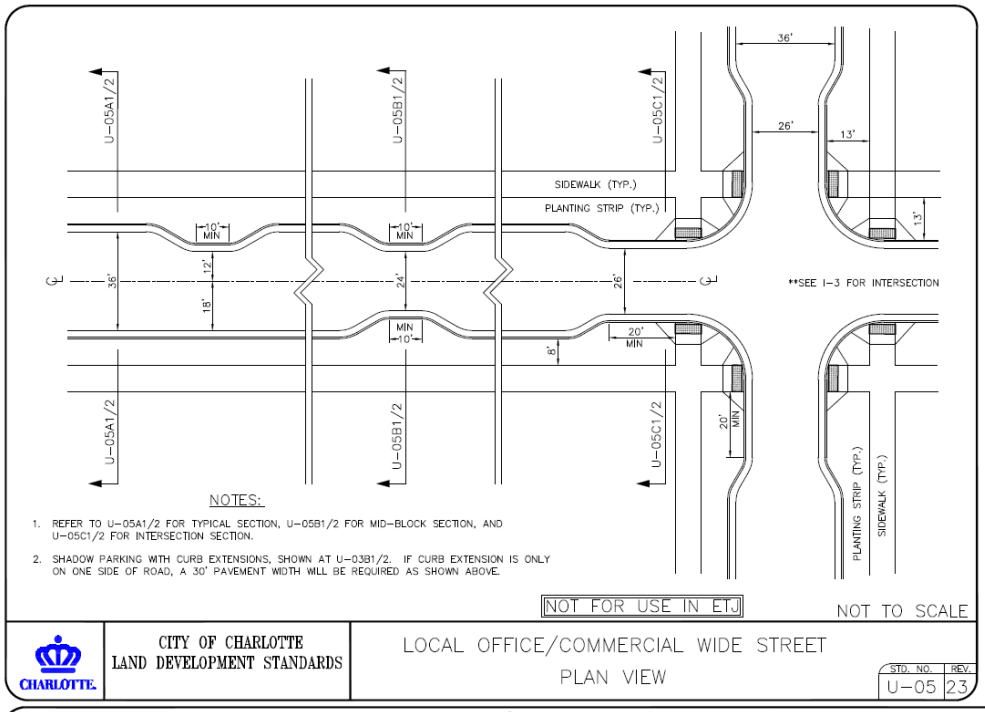
   d. Hawthorn Lane: The location of the curb and gutter is being coordinated with CDOT and CATS regarding the Gold Line Infrastructure.

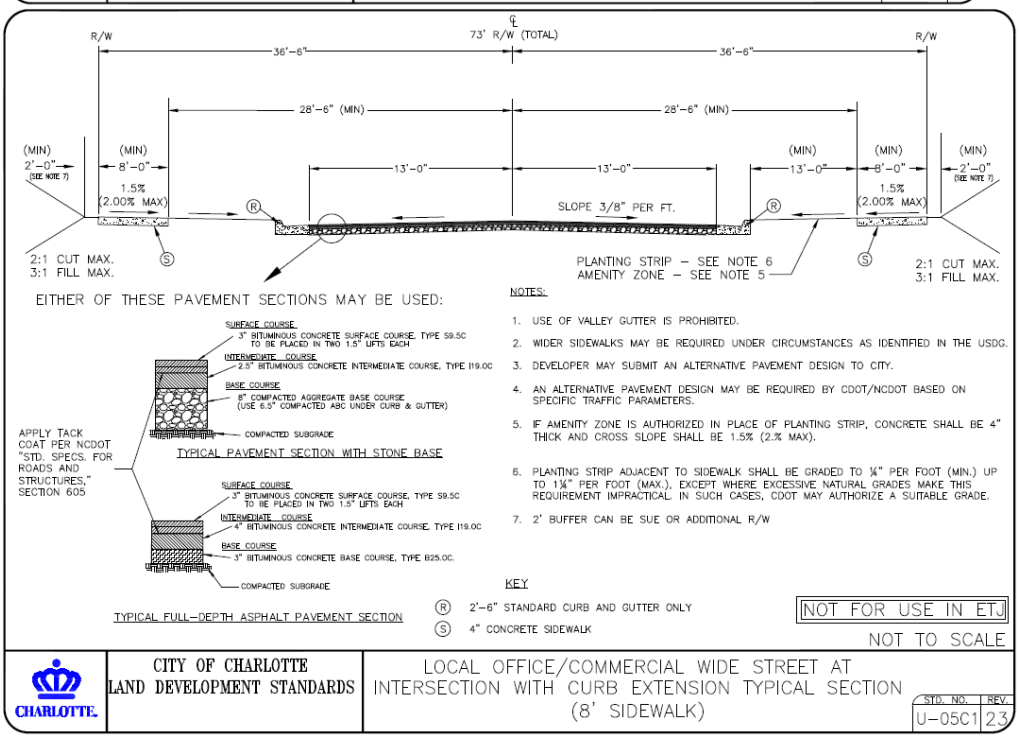
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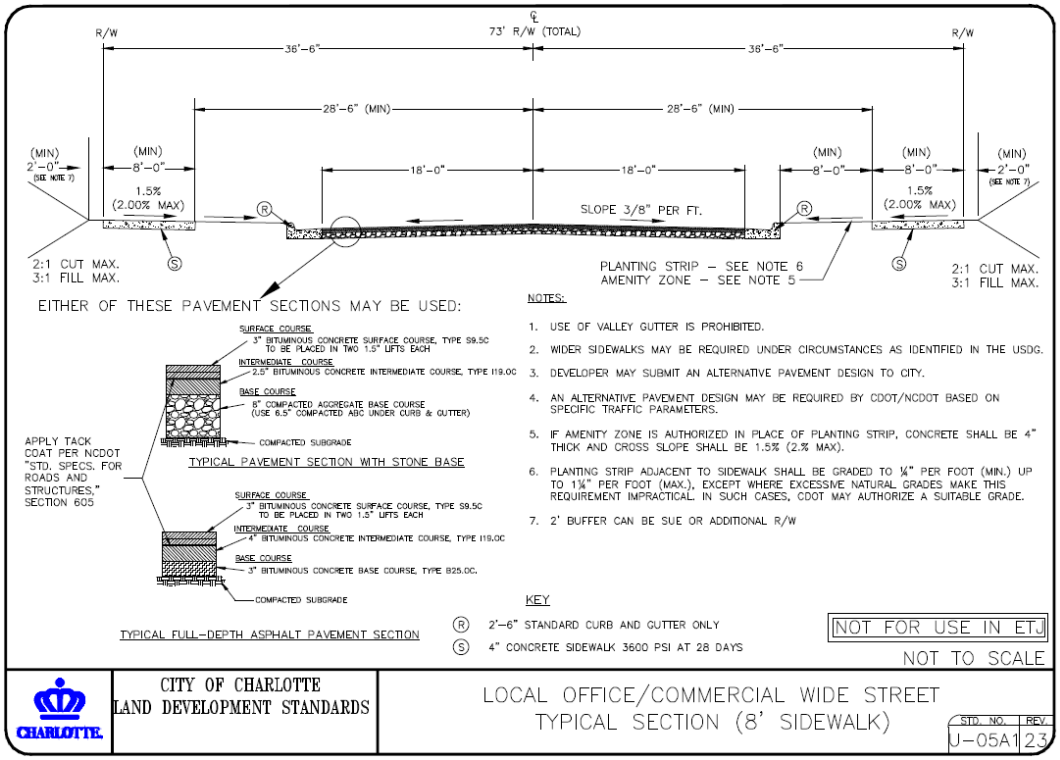
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Local Office/Commercial Wide Street (CLDSM U-05, U-05C1, and U-05A1)







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 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).

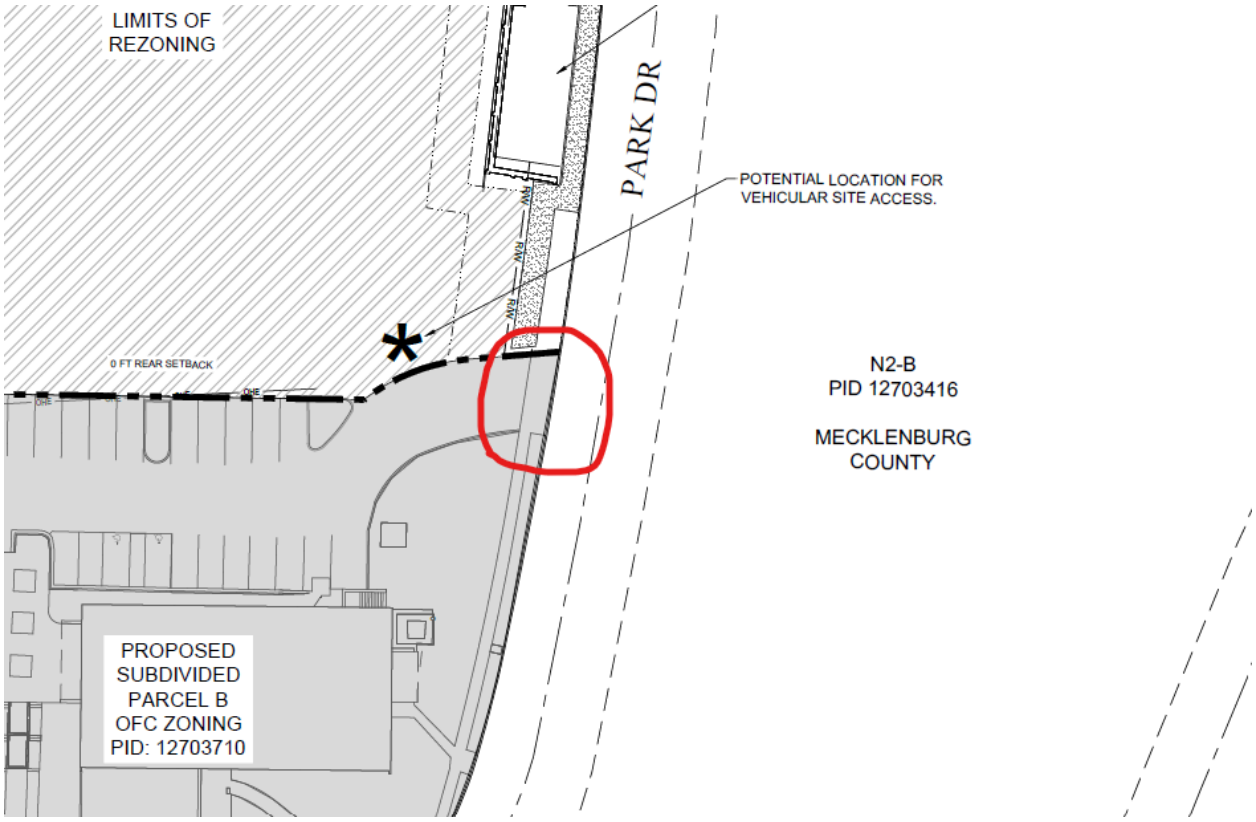
The petition's zoning falls within the medium to high intensity development which based on the 8,557 daily trips will trigger Tier 3 (14 mitigation points) for multimodal assessment and Tier 3 (6 mitigation points) for transportation demand management assessment. The petitioner shall review and assess the publicly accessible pedestrian network within ¼ mile walking distance of the site to identify multimodal infrastructure to meet the Tier 3 (14 mitigation points) for multimodal assessment. Petitioner should 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 it 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 conditional note 2c for Park Drive that the proposed right-of-way shall encompass the 8-foot planting strip and the required 8-foot sidewalk and to be placed 2-feet behind the sidewalk. The last 2-feet behind the sidewalk can also be a sidewalk utility easement (SUE).

4. Revise portion of conditional note 2d to the following: "if said improvements and phasing are explicitly described in site plan notes **and** agreed to during the land development approval process for the site **by CDOT**." Remove the last sentence of conditional note 2d.

5. Revise site plan and conditional note(s) to remove proposed access points to Hawthorne Lane and Park Drive. Site should use existing access point along Park Drive circled in red below.

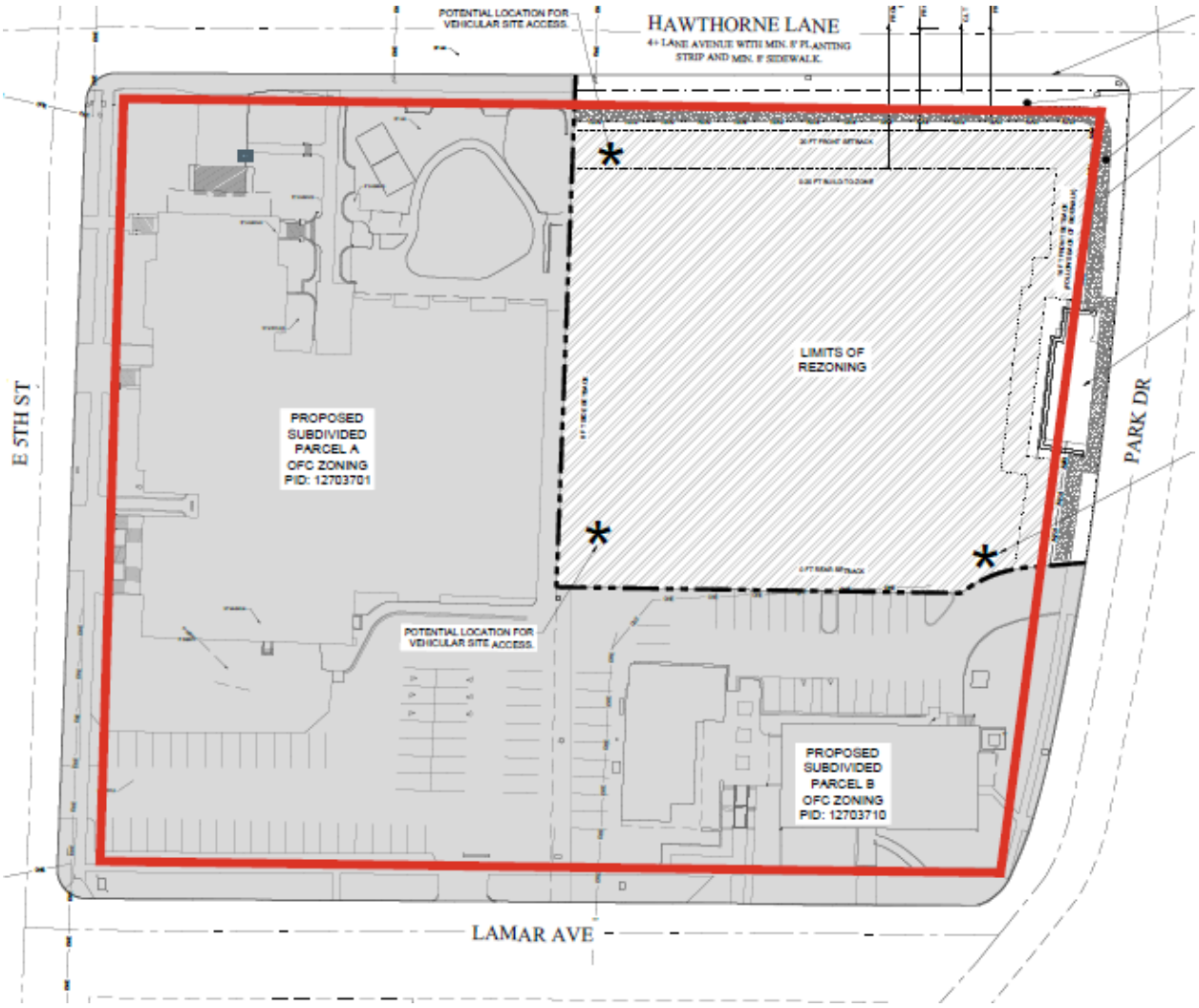


6. Revise site plan and conditional note(s) to commit to providing a cross access along Hawthorne Lane to parcel ID 12703701 in accordance with UDO Article 31.2.

7. Revise site plan and conditional note(s) to commit to widening ramps at the intersection of Hawthorne Lane and Park Drive to match the sidewalk width in coordination with CDOT during permitting.

8. Revise the third sentence of conditional note(s) 2b to the following: "Due to the significant utility constraints of the existing overhead infrastructure for the Gold Line streetcar along Hawthorne Lane, CDOT and Planning have approved an administrative transportation adjustment to allow the existing curb and gutter to remain along this frontage in compliance with UDO Section 32.7.C.3.b.iii.F."

9. Revise site plan and conditional notes to commit to constructing an 8-foot planting strip and an 8-foot sidewalk along all subdivided frontages in accordance with UDO chapter 32.



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