



TOD - TS - PED Review

TOD/TS districts apply to areas within 1/2 mile of a transit station. Staff has worked with a stakeholder group to consider changes to the development requirements for properties subject to TOD and TS, as well as PED (Pedestrian Overlay District).

The stakeholder team is finalizing proposed text amendments to TOD (Transit Oriented Development), with a draft ordinance expected this Spring.

Staff is now identifying issues related to the PED, with potential text amendments to come later.

(John Howard, 704-353-0198)

New Planning Department Staff

Michelle Jones
Principal Planner
(Urban Design)

Wendy Martz
Principal Planner
(Land Use)

Plan Updates

Northlake Area Plan — has been recommended for adoption by the City Council's Economic Development and Planning Committee. Full City Council action on the plan is expected on May 12. (Alysia Osborne, 704-336-3910)

Centers, Corridors and Wedges Growth Framework — is now being updated by an interdepartmental team, with public involvement to begin in the next few months. (Laura Harmon, 704-336-4565)

South Corridor Transit Station Area Plans — see article on page 1. New Bern is being reviewed by a City Council committee, and Scaleybark and Woodlawn by the Planning Commission. The first public meeting for Tyvola and Archdale is set for May 15. (Alberto Gonzalez, 704-336-8315)

Environmental Features Inventory— Staff work is underway on this follow-up to the newly-adopted Environmental GDP. (Lori Quinn, 704-336-8319)

Plan Implementation Program — Sidewalks along 15th Street in Optimist Park should begin by the end of April. (Greg Burnham, 704-336-8311)

Brevard Street Land Use & Urban Design Plan — was adopted by Charlotte City Council on March 24 (see page 2). (Dan Thilo, 704-336-8321)

Independence Boulevard Land Use and Infrastructure Assessment Phase II — an interdepartmental staff team, working with a consultant, is underway. (Garet Johnson, 704-336-8364).

Zoning Stakeholder Groups

■ **Billboards:** City Council unanimously approved the proposed text amendment allowing LED, digital billboards along interstate highways in Charlotte. The next round of stakeholder meetings resumes in the Spring. (Sandra Montgomery, 704-336-5722)

■ **Institutional Uses in Residential Districts:** The text amendment was recommended for approval by the Plan-

ning Commission's Zoning Committee on March 24 and adopted by Charlotte City Council on April 21. (Katrina Young, 704-336-3571)

■ **Mobile Food Vendors:** Stakeholder recommendations were presented on March 3. A public hearing is scheduled for May 19. (Katrina Young, 704-336-3571)

Rezoning Petitions can be viewed at www.rezoning.org



www.charlotteplanning.org

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Debra Campbell,
Planning Director

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Tyvola & Archdale: the next transit station area plan

Several plans are in the pipeline that will guide future development around each of the South Corridor transit stations.

Coming up in May is the first public meeting for a combined plan for the Tyvola and Archdale station areas. It will be held May 15 at 6:00 p.m. at the Archdale Church of Christ. Planners will present a first public draft, solicit comments, and then return in early June with the amended plan.

The public viewed plans for the Scaleybark and Woodlawn station areas in March and April. The Planning Commission will receive more public comments beginning May 20.

The New Bern plan was approved by the Planning Commission and is now being reviewed by a City Council committee. City Council previously adopted the South End plan covering the stations at Carson, Rensselaer, and East Boulevard.

■ *In each case, the plan is based on input from transit station area residents, property owners and developers, as well as consultant studies and technical analysis. A schedule of meetings and copies of each plan are available at*

www.charlotteplanning.org

Your input is important to us!

Please complete and return the survey. Choose the method that works best for you.

- **Drop in box**
- **Mail**
- **FAX**
- **Call**
- **Online**

All contact information is on the survey.

The Vision for Brevard Street: "A Signature Pedestrian Street"

Potential transformation of Brevard Street, from Trade Street to I-277.

BREVARD STREET LAND USE AND URBAN DESIGN PLAN

THE PUBLIC WORKSHOPS:

The six-month planning process included three public workshops. Among the ideas:

- Small local retail shops
- First floor retail
- Outdoor music
- Pedestrian- friendly
- Wide sidewalks
- Active shops and storefronts
- Outdoor dining
- Variety of architectural styles
- Building step backs
- Hidden parking garages
- Design, not height, is critical
- Design it as urban and organic

View the plan at

www.charlotteplanning.org



A new look for the street that links the NASCAR Hall of Fame, Convention Center and Arena

The City Council has adopted a plan that can dramatically change the street that connects these three major visitor destinations in uptown Charlotte.

This four-block stretch has fast-moving traffic now and is flanked mostly by offices and parking lots. In the future, planners see a "vibrant, people-oriented place" as visitors and residents stroll on wide sidewalks, with fountains and trees and places to sit, and enjoy shops and restaurants, perhaps even movie theaters or a bookstore.

It would be a safe and comfortable five-minute walk from the arena to the convention center or hall of fame. The number of lanes and lane widths on Brevard Street would be reduced to support a pedestrian-friendly environment. Heavy



The Brevard Street approach to the arena as it looks today (above) and how it could look in the future with the plan's recommended urban design principles. (below)



Neighborhood Organization

The Planning Department maintains a list of neighborhood organizations in Charlotte and Mecklenburg County. There are currently 661 organizations listed on the Neighborhood Organization Contact List.

The list is used by the Planning Department and other City and County departments to notify neighborhood leaders of rezoning petitions, planning processes, infrastructure improvements and other meetings or projects that may impact their neighborhood.

The list includes contact information for neighborhood association presidents or leaders. It is available online at www.charlotteplanning.org.

Neighborhood Organization Contact List

The site also includes a map with general locations of the 661 organizations now listed.

The list is dependent on information provided by neighborhood leaders, and over time leaders change or the organization may become inactive. Current information can be updated online, and new organizations can also be added.

The Planning Department provides registration and update opportunities at all of its public meetings. During the recent *Neighborhood Symposium* new organizations were added to the Contact List, as well as current listings were updated. For more information, please contact *Bryman Suttle* (704-336-8325).

commuter traffic would be diverted to Caldwell Street, and Brevard would become a two-lane, two-way street with on-street parking that will help calm traffic and create a buffer for pedestrians. The gateway entrance from I-277 is already being re-built to bring traffic to Caldwell, rather than Brevard.

The result, says the plan, is that Brevard Street "could become one of the great streets of Charlotte — a great strolling, meeting and urban activity zone."



A future view of Center City from Martin Luther King, Jr. Boulevard at Caldwell, near the re-built I-227 interchange.

Keys to the vision of a Signature Street

There are several keys to achieving this goal, and the plan maps out potential strategies to help make it a "signature street."

A major key is a "diversity of uses, activities and sizes of development." This could be accomplished by providing retail space on the first floor of all new buildings, and assuring an unbroken retail street facade to "capture and keep the attention of pedestrians."

The streetscape should be unique and interesting. Sidewalks should be wide enough for "outdoor eating, strolling, window shopping and people-watching." Water features and ample seating help create attractive gathering places. The emphasis is on small shops and sit-down restaurants.

The scale of buildings here would be different from that along Tryon and other core uptown streets, with lower building heights fronting on Brevard. The plan encourages a variety of facades with architectural themes that complement the three anchors—arena, convention center and hall of fame.

The plan's vision will be realized incrementally, over time, as public and private initiatives re-shape the area. The plan provides policy guidance for elected officials as they review and make decisions on proposals.