

ATTACHMENT A

A. Preliminary Future Transit Station Sub-area

The *Centers, Corridors and Wedges Growth Framework* describes Transit Station Areas, which are sub-areas within Growth Corridors, as areas surrounding existing or planned rapid transit stations. They generally do not include established single family neighborhoods. They are envisioned as pedestrian-oriented transit villages, designed to include a mixture of complimentary moderate to high-intensity residential, office, retail/entertainment, and/or civic uses located within easy walking distance of a transit station, typically one-half mile.

The Southeast Corridor Rapid Transit Project (Silver Line) is one of five rapid transit corridors identified in the 2030 Transit Corridor System Plan, adopted by the Metropolitan Transit Commission in November 2006. While the proposed alignment for the Silver Line passes through the plan area, it is unlikely to be completed within the next 20 years. The location of a proposed transit station within the plan area has not been precisely identified, and there is continuing discussion about what the mode of transit will ultimately be.



This area of residential quadriplexes on Park Drive is a short walking distance from a proposed future rapid transit station near Memorial Stadium and CPCC.

Because the Southeast Rapid Transit Corridor is included in an adopted transit plan, this area plan should attempt to recognize and account for its future impact on the plan area. However, due to the uncertainties surrounding this transit line, **the establishment of a Transit Station Sub-area at this time is premature.** Instead, this plan delineates proposed boundaries of a preliminary Future Transit Station sub-area. Since the exact location of the station had not been determined as of the date of this plan, an approximate station location has been identified. The proposed boundaries of the preliminary Future Transit Station sub-area and the potential station location are indicated on **Map 4a** on page 19. These proposed boundaries generally reflect a half-mile walking distance from this proposed rapid transit station.

Any development or redevelopment that occurs within the preliminary Future Transit Station sub-area should adhere to the land use, community design, and mobility guidelines outlined in the Transit Station Area Principles summary on Page 21. These guidelines are appropriate for this location, even absent an operational rapid transit line. More specifically, the area bounded by Hawthorne Lane, East Fifth Street/Park Drive, Charlottetowne Avenue, and East Fourth Street is envisioned to include a mixture of complimentary moderate to high-intensity residential, office, retail/entertainment, and/or civic uses. Equally as important as land use are how the uses are arranged and designed and the interaction between parcels. The design of a project should

encourage walking, providing connections to the various available modes of transit (such as bus and future streetcar) and the surrounding neighborhood.

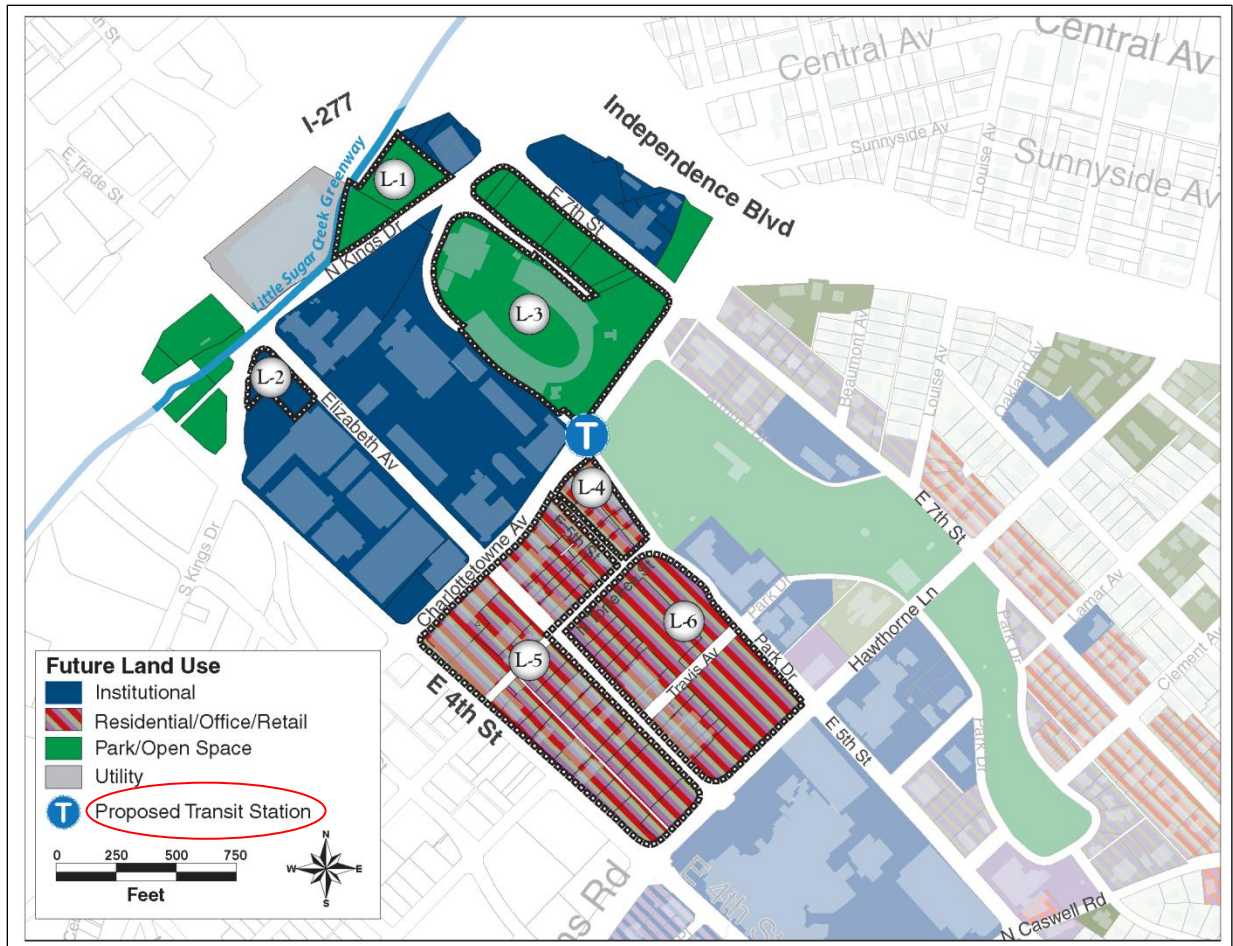
The initial phase of the Charlotte Streetcar will connect Presbyterian Hospital with the Charlotte Transportation Center utilizing Hawthorne Lane, Elizabeth Avenue, and East Trade Street. Three streetcar stops are planned within the preliminary Future Transit Station Sub-area: Hawthorne at East Fifth, Elizabeth Avenue at Travis Avenue, and Central Piedmont Community College on Elizabeth Avenue between Charlottetowne and Kings. The streetcar will eventually connect the Eastland Mall area with Rosa Parks Community Transit Center on Beatties Ford Road.

The Charlotte Streetcar project will bring with it urban design principles that are compatible with the goals and policies of this plan, such as connecting stops with adjacent neighborhoods and promoting a mix of uses and public spaces that will draw people together and highlight the area's diversity. With streetcars once again rolling through the neighborhood's streets, Elizabeth will have taken a step toward reclaiming a past identity as one of Charlotte's original "streetcar suburbs".

The adoption of this area plan will not result in a Council adopted transit station area plan. Thus, Transit Oriented Development (TOD) zoning will not be possible. Instead, other urban zoning categories should be considered if parcels in this area are rezoned. These include MUDD (Mixed-Use Development District), NS (Neighborhood Services), UR-1 (Urban Residential – Single Family), UR-2 (Urban Residential – Moderate Density), UR-3 (Urban Residential – High Density), and UR-C (Urban Residential – High Density Mixed Use). Other urban districts may be developed in the future and may also be appropriate to consider.

The boundaries, plan policies, and development guidelines for the preliminary Future Transit Station area should be reviewed and amended as appropriate when plans for rapid transit become more solidified (i.e., mode determined, station locations refined, funding identified). This may include the adoption of a Transit Station Area Plan.

The following section provides additional information on several land use policies for the preliminary Future Transit Station sub-area.



***Preliminary Future Transit Station Sub-area Land Use Policy
Recommendations L-1 through L-6***

- L-1 Support the continued use of these CPCC-owned parcels as Park/Open Space** for use by students and the public. This area includes a portion of the Little Sugar Creek Greenway and also frames the entrance to the CPCC Culinary Arts Building with a formal plaza.
- L-2 Encourage this area to remain as Park/Open Space.** Although shown as appropriate for **Institutional** use, the area should remain as open space for the enjoyment of students and the public. It is part of an expanse of open lawn in front of CPCC's Overcash Building; CPCC does not have plans to build in this area in the next several years, if ever. Removal of the existing fence around the perimeter would open up this lawn to the street and enhance its usability.
- L-3 Support the continued use of this multiple-parcel site for Park/Open Space uses.** Comprising six parcels owned by Mecklenburg County and one owned by CPCC, the site is currently home to American Legion Memorial Stadium, the Grady Cole Center, and a multi-story parking deck serving the stadium and CPCC. The stadium, which is a designated Historic Landmark, should be maintained and preserved. If it is no longer feasible or practical to maintain the stadium as a usable facility, it should be replaced with a similar facility or other public recreational use. If the Grady Cole Center is replaced or redeveloped, the site should include a recreational facility available for public

use. Appropriate uses for the parcels fronting East Seventh Street are park and open space, surface or structured parking, or recreational facilities. These parcels should be activated at street level with landscape and design elements.

This site is presently zoned MUDD-O (Optional). However, reverter clauses exist for a large portion of this site (the Memorial Stadium and Grady Cole Center portions) stipulating that if the land is used for other than park purposes, it reverts to the previous owners, or their heirs. Some of the smaller parcels fronting East Seventh Street, as well as the Memorial Stadium and Grady Cole parcel, are also subject to deed restrictions imposed by the City of Charlotte requiring park and recreation uses.



Memorial Stadium and Grady Cole Center, with the Independence Park playing fields beyond. A pedestrian/bicycle connection alongside the stadium will link the Little Sugar Creek Greenway to the park.

The stadium, as well as Tax Parcel #08017101 on which it is located, enjoys Historic Landmark status. The Grady Cole Center is specifically *excluded* from this designation. The Charlotte-Mecklenburg Historic Landmarks Commission has jurisdiction over designated historic landmarks in terms of any proposed material alterations or modifications. In the event of such proposed changes, nearby property owners as well as other interested parties (such as neighborhood associations) would be notified and provided an opportunity to comment.



A mix of residential, office, and retail uses are recommended for this section of Elizabeth Avenue, as well as for much of the surrounding area. Tracks are in place for the Charlotte streetcar project.

Any proposed development activities on this site are likely to receive focused attention from neighborhood residents and other stakeholders who have a desire to see the site maintained as public parkland.

- L-4** **Indicate Residential/Office/Retail as appropriate for this location.** Residential > 22 DUA is appropriate in this area that now comprises mainly two-story quadriplexes. Also appropriate is ground floor neighborhood-serving retail or office uses, with retail preferably fronting Charlottetowne Avenue and the park.
- L-5** **Indicate Residential/Office/Retail as appropriate for this location.** The commercial heart of the northern section of the plan area, it is bisected by Elizabeth Avenue which links Uptown Charlotte with Hawthorne Lane and Elizabeth's hospitals and other health care facilities. Development in this area should feature active ground floor non-residential uses such as retail, office, and civic. High-density residential (>22 DUA)

and/or office uses are appropriate for upper floors. Buildings should be oriented toward the primary streets (East Fourth Street, Elizabeth and Charlottetowne Avenues, North Torrence Street, and Hawthorne Lane), and should provide for ground floor pedestrian interest with amenities such as outdoor seating/dining, plazas and urban open space, street trees, pedestrian scale lighting, and public art. Parking should be structured and/or behind buildings, with parking structures wholly or partially wrapped with ground-level uses that activate the street and provide pedestrian interest.

- L-6 Indicate Residential/Office/Retail as appropriate for this location.** Most of this area, now a combination of small commercial uses and vacant land, is zoned MUDD – Optional, with approved conditional development plans. If these plans are not implemented, development in this area should be as described for L-5 above.

Transit Station Area Principles



Land Use

- Encourage highest density uses (15 - 20 DUA/ 0.5 - 0.75 FAR) closest to the transit station and transition to lower densities adjacent to existing single family neighborhoods.
- Encourage a mixture of residential, office, service-oriented retail and civic uses, either through mixed or multi-use development.
- Disallow automobile-dependent uses, such as automobile sales lots, car washes and drive-thru windows.
- Consider special traffic generators - such as cultural, educational, entertainment or recreational uses - to locate in station areas.
- Preserve existing stable neighborhoods.
- Encourage a mixture of housing types, including workforce/affordable housing.

This figure summarizes the policies of the *Transit Station Area Principles* (2001). The original wording for the policies can be found in the first chapter of the *General Development Policies*.



Community Design

- Orient buildings to front onto public streets or open spaces.
- Minimized setbacks and locate parking to the rear.
- Provide windows and doors at street level and minimize walking distance to entrances.
- Screen unsightly elements, such as dumpsters, loading docks, service entrances and outdoor storage from the transitway.
- Include active uses on the ground floor of parking structures.
- Include elements such as street trees, pedestrian scale lighting and benches in streetscape design to encourage pedestrian activity.
- Place utilities under ground, wherever possible.
- Establish public open spaces that act as development catalysts and serve as focal points around transit stations.
- Design open spaces to be centers of activity that include items such as benches, fountains, and public art.



Mobility

- Create a multi-modal environment that emphasized pedestrians, bicyclists and vehicles.
- Provide an extensive pedestrian system throughout the station area to minimize walking distances, connect to neighborhoods, accommodate large groups of people, and eliminate sidewalk gaps.
- Design the pedestrian system to be accessible, safe and attractive, by using planting strips, street trees, onstreet parking and bicycle lanes.
- Develop an interconnected street network with maximum block lengths of 400'; provide mid-block crossings if blocks are larger.
- Establish parking maximums, rather than minimums.
- Minimize surface parking and encourage shared parking facilities.