

**NEW BERN TRANSIT STATION AREA PLAN**  
**Proposed Revisions to January 15, 2008 Draft Document**  
**February 14, 2008**

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**Page 7: Map 2, Concept Map**

*Substitute attached map.*

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**Page 8: Map 3, Recommended Future Land Use**

*Substitute attached map; make same changes to the extract maps on pages 9, 11, and 12.*

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**Page 10: Land Use; Transit Station Area; Supporting Street Network; New Street Connections**

*Change item 8, final paragraph, as follows:*

It should be noted that this map provides a conceptual representation of the desired street network. It is not specific to any particular property, and may require adjustments to address site conditions as future developments are proposed. An alternative but comparable network, consistent with the intent of providing connectivity, will be considered.

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**Page 12: Land Use; Wedge Neighborhood Area; Land Use and Community Design**

*Change item 18 as follows:*

**18. Support the redevelopment of the Sedgefield Apartments**, at an average density of 17 du/a.

The area closest to South Boulevard, and the area in the central portion of the site, should be developed with the highest intensity, with lower densities at the edge of the site adjacent to single family neighborhoods. Residential TOD development for the land within the ½ mile walk distance to the New Bern Station should be considered if the following criteria are met:

- Usable park/open space is provided;
  - A significant low to moderate income housing component, at least 20%, is included in a mixed income environment;
  - A mixture of housing types is provided;
  - Existing mature trees are preserved; and
  - The Residential Design Guidelines in the *General Development Policies* are met.
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**Page 17: Map 4, Transportation Recommendations**

*Substitute attached map.*

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**Page 23: Street Cross-Sections, Local Residential Street – Wide**

*Add additional bullet at end of page, under section entitled “Proposed Behind the Curb”:*

- Parcels located on streets that have existing single-family zoning designations (R-3, R-4, R-5, R-6, and R-8) either across the street, or abutting on the same side of the street, shall have a minimum setback of 30 feet.

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**Page 24: Street Cross-Sections, Rail Frontage / Multi-Use Trail**

*Change the last bullet as follows:*

The minimum setback from the centerline of the tracks is 35 feet or the location of the right of way line, whichever is greater. However, where the right of way line extends beyond the minimum setback required, development may be allowed to encroach into the right of way as a method of encouraging development which is consistent with the City's land use vision and if the required written agreements with CATS are completed to occupy portions of the right of way.

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**Page 25: Infrastructure and Public Facilities; Park and Greenway**

*Change Map reference in text as follows:*

...(shown as “park/open space” on Map 3)...

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**Page 26: Environment: Recommendations**

*Change text for item 43 as follows:*

**Design site plans for new buildings and renovations in the station area to improve water quality for stormwater run-off.** Over the last decade, innovative design solutions have been developed to address the water quality of stormwater runoff. These best practices in on-site stormwater management include the use of bioswales, rain gardens, wet ponds, etc. Because of the large amount of impervious surface area and the proximity of nearby creeks, new developments and redevelopments in the station area are encouraged to incorporate design features that improve the quality of stormwater leaving their site, consistent with the Council adopted Post- construction controls ordinance.

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**Page 29: Implementation Plan; Corrective Rezonings**

*Change text as follows:*

The Planning Department will initiate corrective rezonings to implement the land use vision and recommendations adopted as part of the Concept Plan. The proposed rezonings are shown on Map 6. The rezoning process will occur after the adoption of the Concept Plan.

The proposed rezonings to TOD-M may be initiated in one or more groups, or may be proposed on a case-by-case basis in order to insure that new streets and other recommendations of this plan are provided by new development.

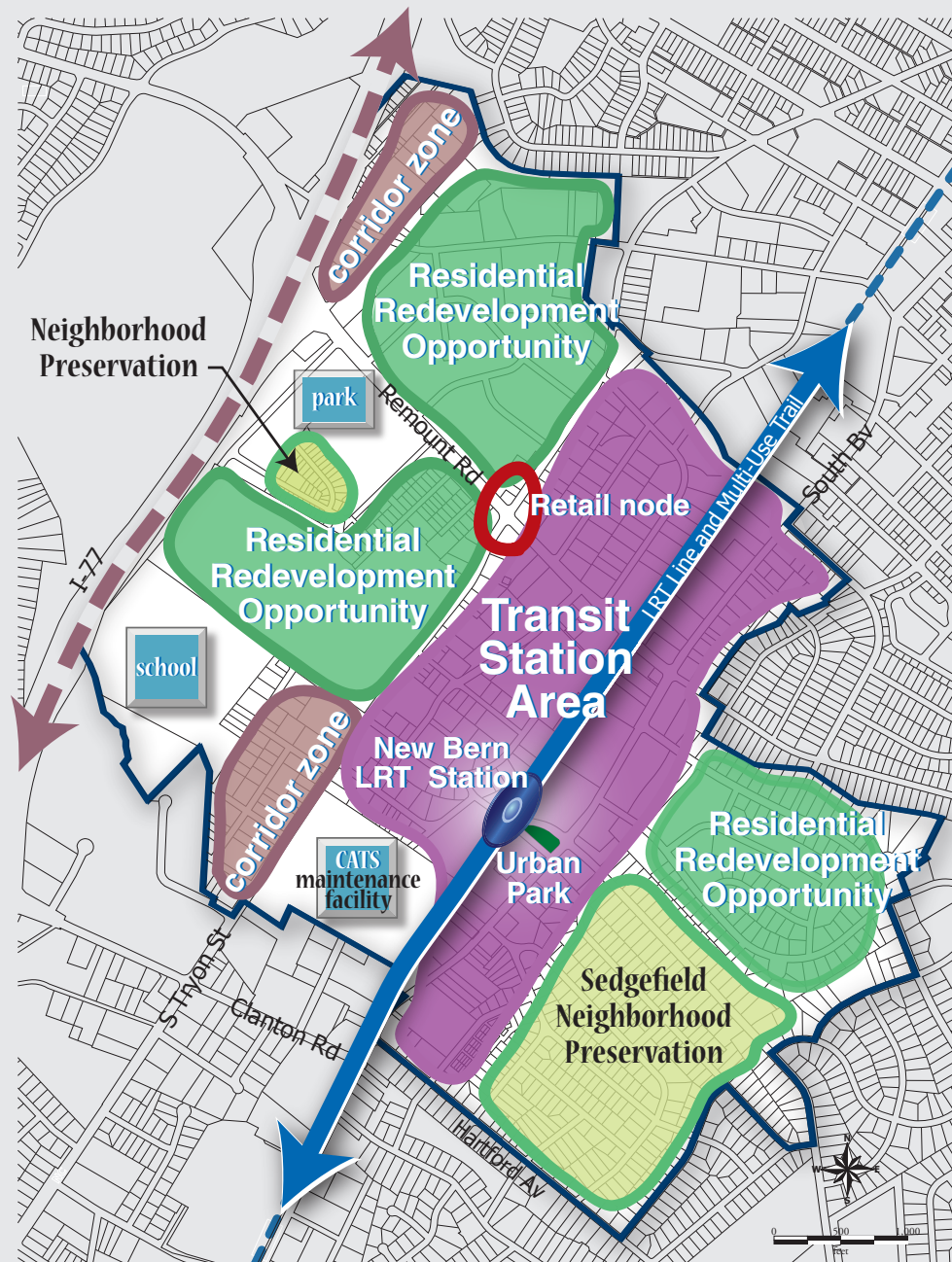
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In addition, a number of minor typographical corrections that do not impact the meaning of the plan will be made in the final published plan.

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# New Bern Transit Station Area Plan

## Revised Map 2: Concept Plan

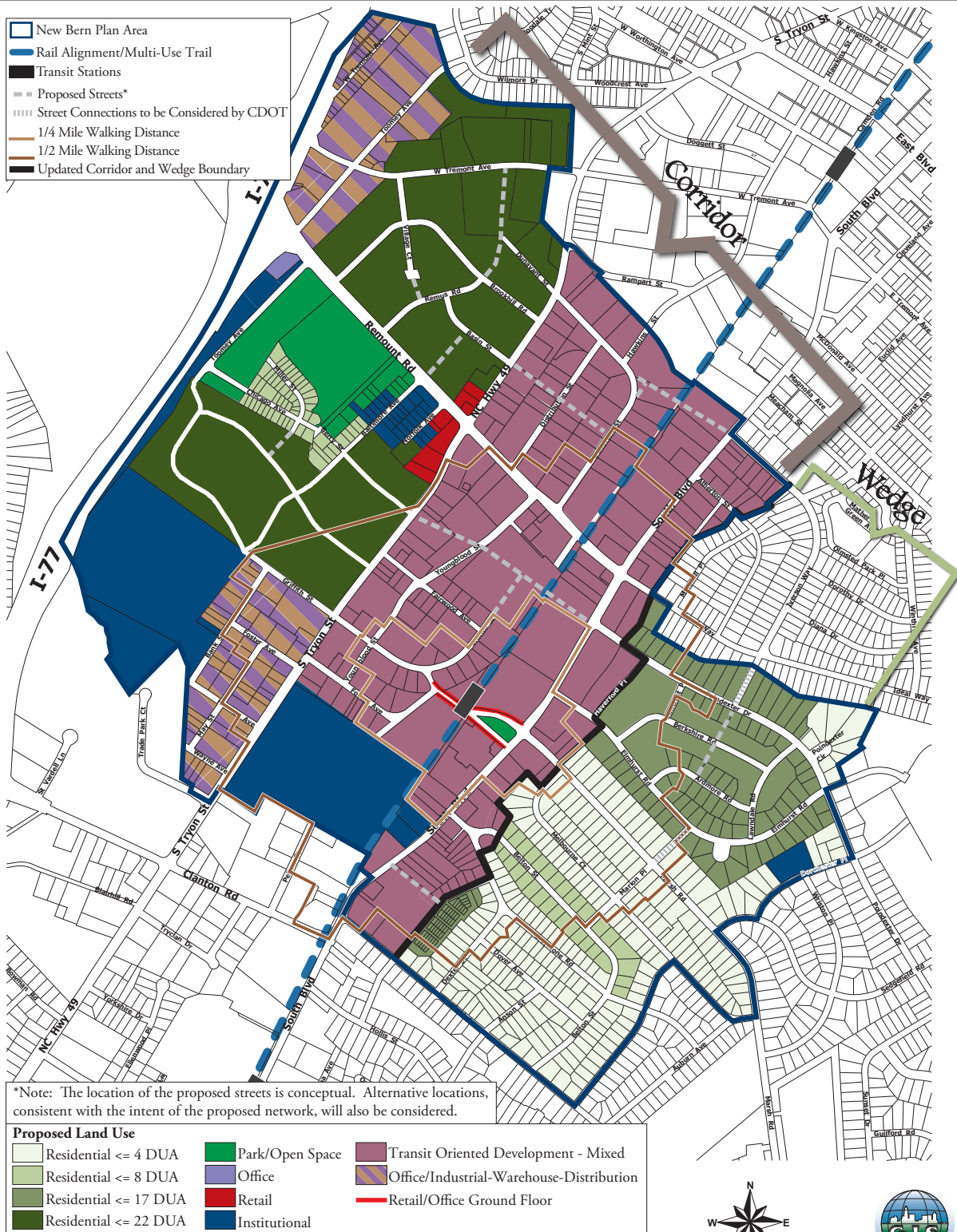


Produced by Charlotte-Mecklenburg Planning Department.

Date: February 2008

# New Bern Transit Station Area Plan

## Revised Map 3: Recommended Future Land Use



Produced by the Charlotte-Mecklenburg Planning Department.

Date: February 06, 2008

New Bern Transit Station Area Plan

LAND USE AND COMMUNITY DESIGN





## New Bern Transit Station Area Plan

Citizen Comments from surveys received from Jan. 17-31, 2008

Citizen Comment	Staff Response	Staff Recommended Revision
1. Down zone R-8 to R-4 along Belton St. to clean up the duplexes along that street.	Existing Belton Street properties include duplexes, not permitted in R-4 zoning. Code enforcement is better utilized to deal with issues regarding "cleaning" up properties and enforcing code violations.	No change to the Plan recommended.
2. Concerned about impact of extending Poindexter over to S. Tryon.	Having a dense and interconnected street network will provide a number of alternative routes for people traveling in the New Bern Station Area. This is especially critical for pedestrians. CDOT has analyzed the impact of this extension on the existing portion of Poindexter. City Council is scheduled to vote on funding to participate in the new Poindexter rail crossing on February 11.	No change to the Plan recommended.
3. Redevelop Sedgefield Apartments with some commercial on the portion closest to South Blvd., but preserve tree canopy and street network.	TOD-R and uses, which allow some retail, maybe appropriate for area within ½ mile walk of station under certain circumstances. When and if property is redeveloped, staff will ask for the preservation of the tree canopy as well as the street network as much as possible.	Change to text on Page 12 to allow TOD development within ½ mile walk of station under specific criteria.
4. More Street crossings and better alerts for cars on South Blvd.	Staff agrees that it is important to have better connection across South Boulevard, both for pedestrians and motorists. The Plan recommends additional connectivity and pedestrian improvements at key intersections.	No change to the Plan recommended.
5. Concerned about keeping affordable housing in the area.	Affordable housing is a concern the staff shares. The Neighborhood Development Department has funding programs for affordable housing. In addition, the plan makes recommendations about inclusion of affordable housing for certain redevelopment scenarios.	No change to the Plan recommended.
6. Can the existing creeks support the increased storm water runoff from future development?	Future developments would have to comply with the City's Storm Water Ordinance, which addresses this issue.	No change to the Plan recommended.
7. Code enforcement and absentee landlords (along Belton Street).	See comment above (item no. 1)	No change to the Plan recommended.
8. Conflicting recommendations for Bank Street property.	Recommendation for area is Office and /or Industrial / Warehouse / Distribution.	No change to the Plan recommended.
9. Transitional areas between single family neighborhoods and transit oriented developments.	Planning Department staff are currently updating the Transit Oriented Development and Transit Supportive Zoning Districts to improve the transition between single family neighborhoods and transit oriented development.	No change to the Plan recommended.

## New Bern Transit Station Area Plan

Citizen Comments from surveys received from Jan. 17-31, 2008

Citizen Comment	Staff Response	Staff Recommended Revision
10. Keep single-family neighborhood around Miller Street and Chicago Avenue.	Staff agrees and this was noted in the Plan.	Plan text (item 12 on page 11) and Map 3, the Recommended Land Use Map, call for maintaining the existing predominantly single family housing along Miller Street and Chicago Avenue. Change to Map 2, the Concept Plan, will make this clearer.
11. More sidewalks throughout area plan area.	Staff agrees and this was noted in the Plan.	No change to the Plan recommended.
12. Expand study area boundaries to include properties on west side of Marshall Place between Ideal Way and Atherton Street.	This area is outside of the plan boundaries and was included in the <i>Dilworth Land Use and Streetscape Plan</i> , adopted by City Council in June 2007. Staff supports the recommendations of the Dilworth Plan.	No change to the Plan recommended.
13. Preserve existing neighborhoods and parks in the area.	Staff agrees and this was noted in the Plan.	No change to the Plan recommended.
14. TOD development should be expanded along Remount to I-77 in order to prevent strip shopping center developments from occurring.	TOD is typically located in areas within the ½ mile walk distance from the transit stations and this area falls outside of that zone. However, staff does not support strip shopping center development along Remount, and instead recommends this area for residential and park use.	No change to the Plan recommended.
15. There should be another transit station added between New Bern and East/West.	This issue is beyond the scope of the plan and should be addressed with CATS.	No change to the Plan recommended.
16. Preserve historic properties, and design new developments in line with the existing neighborhoods.	The plan area has a limited number of properties identified as eligible for historic landmark status. Property owners have the opportunity to apply for this status. Staff agrees that new development should complement existing neighborhoods and plan recommendations for redevelopment areas reflect this concept.	No change to the Plan recommended.