

PUBLIC MEETING SUMMARY

City of Charlotte Project: 512-09-008

Kimley-Horn Project: 015016109

SUBJECT: Public Meeting

PROJECT: Brevard Street/Caldwell Street Text Amendment
Update and
Brevard Street Improvement Project
(Martin Luther King Boulevard – Trade Street)

DATE: December 10, 2009

TIME: 6:00 PM

PLACE: CMGC – CH14

<u>STAFF</u>	<u>REPRESENTING</u>
Kruti Desai	E&PM
Geen Khoo	E&PM
Bette Frederick	E&PM
Tom Sorrentino	CDOT Design
Rob Hume	KHA

<u>STAFF</u>	<u>REPRESENTING</u>
Sandra Montgomery	Planning
Dan Thilo	Planning
Tim Manes	Planning
Karen Chavis	Planning
John Townsend	KHA

<u>PUBLIC</u>	<u>REPRESENTING</u>
Jud Little	Viejo, LLC
Terry Montgomery	First Baptist Church
David Pitser	Childress Klein Properties

GENERAL SUMMARY OF DISCUSSION

- The Planning Department held four Brevard Street stakeholder meetings this past summer, to develop a text amendment to implement the Brevard Street Land Use and Urban Design Plan. In those meetings, stakeholders requested to review the Brevard Street Concept Plan prior to the text amendment public hearing.. Tonight's meeting will include review of the concept and revisions to the text amendment.
- The meeting began with a brief presentation of the Brevard Street concept plan which explained the development of the horizontal alignment and typical section.
- The public in attendance seemed receptive to the valley gutter and flexible typical section.
- The term "stroll district" was used in reference to Brevard Street.
- Based on discussions during the 2020 Vision Plan process:
 - There is public interest in the completion of the Brevard Street project.
 - There is public interest in the identification of additional areas suitable for becoming stroll districts.

- The project funding was discussed.
 - Construction of the project was to be funded by the sale of the excess property from the 277/Caldwell project. The City will continue design in order to coordinate with future development if needed.
 - Once the land is sold or alternate funding is secured, the project will move forward to construction. A communication update notice will be sent next summer.
- A question was asked, "What is the priority of Brevard Street on list of projects to be completed with the sale of the parcels?"
 - There are a number of commitments for the money generated from the sale of property and Brevard is near the top of the list.
 - Once funding is available, it would likely be 18-24 months until the start of construction.
- A question was asked, "Why is on-street parking provided on Brevard?"
 - The presence of on-street parking improves the public perception of activity in the area
 - Although the on-street parking does not satisfy much of the parking demand, it provides convenient parking for the adjacent retail uses.
 - The presence of on-street parking serves as an additional buffer between the vehicular travelway and the pedestrian zone, which helps to create a more comfortable pedestrian environment.
- With the two-way conversion of Brevard and the existence of one way cross streets, it was suggested to alert pedestrians at key intersections to look left / look right with appropriate signage.
- Brevard has been converted to two-way from Stonewall to MLK with the I-277/Caldwell (NASCAR infrastructure) project. If funding for the completion of the Brevard project is not available, the City will evaluate extending the conversion to Third after the opening of the HOF. If warranted, the two-way conversion may be studied to extend to Trade as well.
- A question was asked, "Will Brevard be paved with asphalt?"
 - The primary travel way will be asphalt.
 - Surface treatments other than black asphalt are envisioned for the on-street parking, amenity, sidewalk and crosswalk areas and will be determined during the preliminary and final design process.

- A question was asked, "Why are there no bike lanes on Brevard?"
 - Bike lanes are provided across I-277 into Uptown but not within
 - Once within Uptown, the grid network and traffic signals allow bicyclists to navigate freely with multiple options
 - Also, Brevard will have less traffic making it easier for bike travel.
- Childress Klein manages the parcels owner by Norfolk Southern. George Meade was identified as the contact person for the railroad; however, it was recommended to establish contact with the railroad through Childress Klein.
- The text amendment was reviewed by Planning staff. Five modifications to the text were made since the last version. A summary of the revisions was distributed:
 - Details were added about where the Brevard Street setback shall be measured from: "All new buildings along Brevard Street shall have a minimum setback of 22. The setback along Brevard Street shall be measured from a point 8.5 feet (consisting of a 2-foot valley curb and a 6.5-foot on-street parking lane) from the edge of the ultimate travel lane. The edge of the ultimate travel lane shall be determined jointly by the CDOT Director and the City Engineer, or their designees."
 - Setbacks for all other streets in the Brevard Street area were clarified: "All new buildings on other streets shall have a minimum setback as specified in the Center City Transportation Plan".
 - Wording was clarified that all new buildings in the Brevard Street area shall be designed so that a minimum of 50% of the net first floor area shall accommodate retail activities. The word, "area" was added.
 - The requirement that 80% of the first floor façade of new buildings along Brevard Street shall be designed for retail activities was modified to read, "minimum of 80%".
 - The term, "Brevard Street Area" was modified to "Brevard Street area".
- These modifications were agreeable to the attendees.
- Copies of the full text amendment were distributed. The public hearing is scheduled for 12-21-09, with the Zoning Committee meeting on 1-6-10 to make a recommendation. City Council is scheduled to make a decision on 1-19-10.