

# Volume I: Concept Plan

## *Statesville Avenue Corridor Area Plan*

Charlotte, North Carolina

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Prepared for:

***Charlotte-Mecklenburg Housing Partnership, Inc.***

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Funded by:

**City of Charlotte Neighborhood Development Department**

Prepared by:

LDR International, an HNTB Company

March 9, 2001

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**Appendix A: Plan Detail Summary**

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## 1.0 Introduction

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Charlotte-Mecklenburg Housing Partnership, Inc. (CMHP, Inc.) retained LDR International, Inc. (now LDR International, an HNTB Company) in early 2000 to assist them in developing a plan for the revitalization of the Statesville Avenue Corridor north of Uptown Charlotte, North Carolina. The plan, the Statesville Avenue Corridor Area Plan, is divided into two parts: Concept Plan and Implementation Plan. The primary study area within the corridor includes the Druid Hills neighborhood and the Kohler Avenue community. The secondary study area extends to the north and is comprised of the J.T. Williams community. While the focus of the plan is the study area, it also takes into consideration the interface among the Druid Hills neighborhood and the adjacent neighborhoods where revitalization has occurred or is currently underway.

While CMHP, Inc. has enjoyed numerous successes in the revitalization of neighborhoods throughout Charlotte, none of their previous efforts encompassed an area as large as the Statesville Avenue Corridor study area. Consequently, CMHP, Inc. wanted to develop a plan that would help them focus their efforts and provide them with a flexible "roadmap" to guide them in the housing revitalization of this corridor over the next ten to fifteen years.


The focus of this plan is housing development and revitalization. However, it also addresses other planning elements and land uses to the degree necessary to show how housing fits into the larger planning context. The treatment of streets, the availability of transit, the provision of adequate and safe open space, the proximity of services/employment and addressing crime *in addition to quality housing* are all factors in creating a neighborhood with a high quality of life. Close coordination between CMHP, Inc. and the various city agencies responsible for implementing neighborhood improvements will be critical.


This area plan builds on the Druid Hills Action Plan completed by the City in 1997 and takes into consideration most of the goals and recommendations identified in that plan.

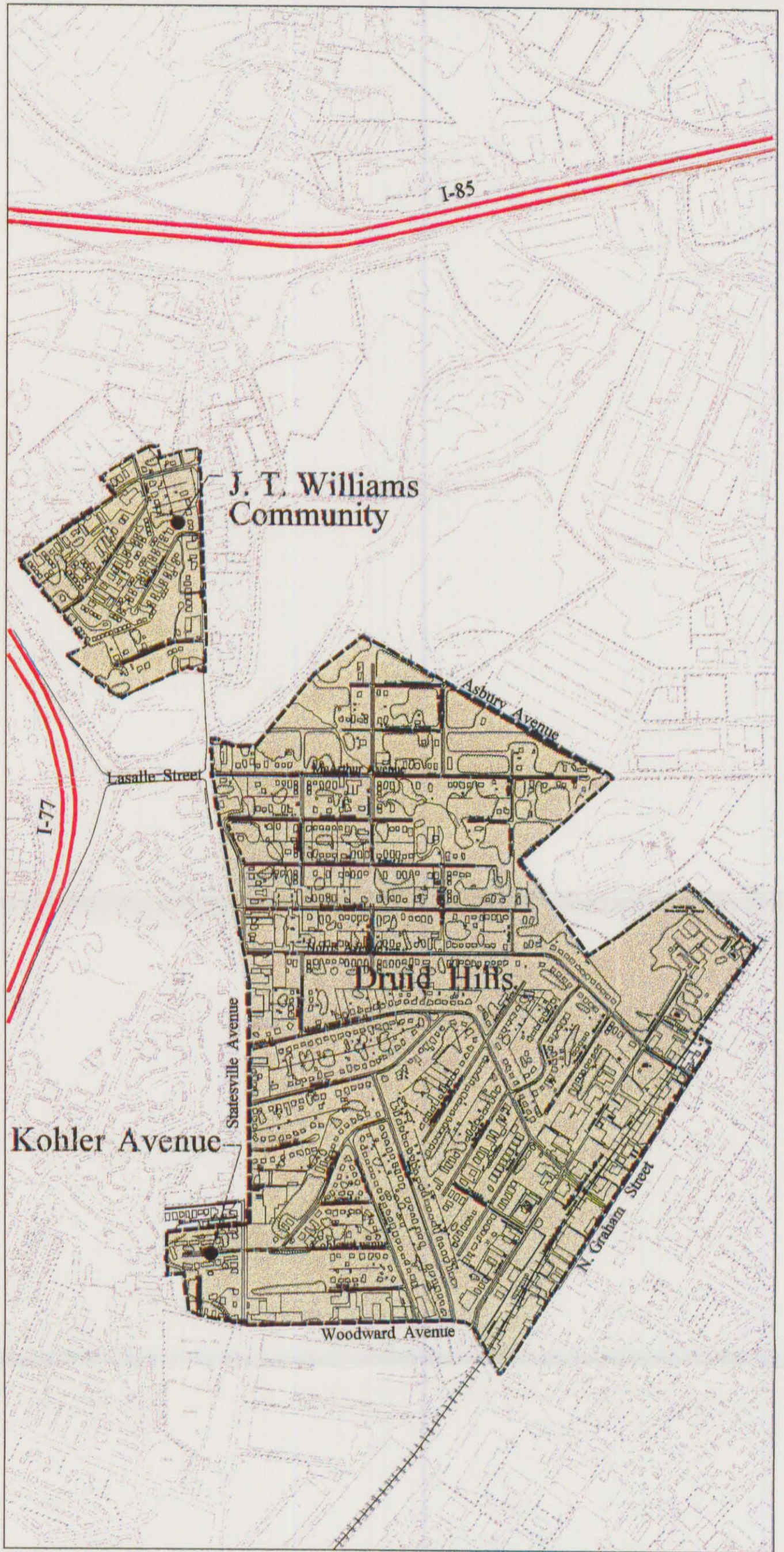
The Context Map that follows identifies the study area boundary. Basically, the study area includes three sub areas: the J. T. Williams community as defined by Carmine Street to the north, Whittington Street to the south, Statesville Avenue to the east, and I-77 to the west; the Druid Hills neighborhood defined by Asbury Avenue to the north, Woodward Avenue to the south, North Graham Street to the east, and Statesville Avenue to the west; and the Kohler Avenue community defined by the northern boundary of Kohler Avenue development to the north, Woodward Avenue to the south and the Double Oaks community boundary to the west.



# Key

 Study Area

 Study Area Boundary



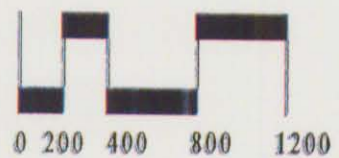
Context Map

## Statesville Avenue Corridor Area Plan

Charlotte, North Carolina

Charlotte-Mecklenburg Housing Partnership, Inc.  
LDR International, an HNTB Company

March 9, 2001





## **2.0 Process**

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The initial planning process occurred over a relatively short period of three months. It began with a review of the 1997 Druid Hills Action Plan and a series of leadership interviews with public and private stakeholders, work sessions with CMHP, Inc. and work sessions with community leadership. Concurrent to the interviews, LDR conducted a site reconnaissance to photograph the neighborhood and gain a better understanding of the opportunities and challenges that would influence the plan. Based on the background information from the interviews and site reconnaissance, LDR prepared a Summary Analysis Diagram, illustrating the site influences, and prepared four alternative revitalization plans. Following review of the alternatives with CMHP, Inc., planning staff, and community leadership, LDR made refinements and prepared two alternative plans. The two plans were presented to the community in a public meeting and to the Charlotte-Mecklenburg Planning Commission (CMPC) staff. The input from the community and CMPC staff was then incorporated into the final Illustrative Concept Plan and a series of specific implementation plans.

## **3.0 Assessment**

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Based on the background information that LDR obtained through stakeholder interviews and work sessions, review of the Druid Hills Action Plan and review of the neighborhood, LDR updated the assessment of the corridor. This assessment identifies the primary assets and challenges that influenced the development of the plan. Many of these influences are illustrated in the Existing Land Use Plan, Existing Zoning Plan, and Summary Analysis Diagram, as summarized below.

### **3.1 Existing Land Use**

The Existing Land Use Plan highlights the range of current land uses within the corridor study area. The predominant land use is single family detached residential. Multi-family residential uses and institutional uses (churches) occur scattered throughout the corridor, predominantly north of Norris Avenue. The areas adjacent to Statesville Avenue, Woodward Avenue and North Graham Street include predominantly non-residential land uses such as service, industrial, office, warehouse and retail.

### **3.2 Existing Zoning**

The Existing Zoning Plan highlights the current zoning within the corridor study area. The predominant zoning is R5 Single Family south of Norris Avenue, R8 Single Family north of Norris Avenue, and R22 MF/Multi-Family in the J. T. Williams community. Additional zoning districts include I2/General Industry along Woodward Avenue and North Graham Street, I1/Light Industry along Lucena Street and Statesville Avenue (near J.T. Williams community), and B1/Neighborhood Business along much of the Statesville Avenue frontage south of McArthur Avenue.

### **3.3 Summary Analysis**

The Summary Analysis Diagram highlights the primary existing assets to build upon and the primary existing challenges to overcome. In addition, the diagram also illustrates key proposed projects that will also be assets to the community when finished. The overall framework of the Illustrative Concept Plan and the initial focus areas, described later, have been influenced by both the existing and proposed community assets. For example, the proposed Fairview Homes revitalization, when completed and combined with the already stable Genesis Park, Greenville, and Double Oaks communities, will establish a critical mass of stability that suggests revitalization of threatened areas such as Kohler Avenue (to the west of Statesville Avenue) should be considered priorities. Following is a detailed description of the

primary assets and challenges that were identified by stakeholders and observed during field investigation:

### **3.3.1 Corridor Assets**

The assets identified below indicate that there is a significant amount of positive redevelopment activity and community resources within and near the corridor. It is important that the corridor plan recognize and build upon these assets to make a stronger impact on the revitalization of the area. Significant assets include:

- Adjacent existing stable neighborhoods and proposed revitalization (Genesis Park, Greenville, and Fairview Homes).
- Well-maintained housing within portions of the Druid Hills neighborhood
- Adjacent park/recreation/community facilities (PAL Center, Greenville Park, Greenville Center, Anita Stroud Park, proposed recreation included in Fairview Homes, Double Oaks Recreation Center, and proposed greenway adjacent to I-77)
- Proposed drug store/commercial at Oaklawn Avenue and Statesville Avenue
- Double Oaks Pre-K, Druid Hills Elementary, and J.T. Williams Middle Schools
- The positive appearance of many sections of the Statesville Avenue corridor, particularly between Moretz Avenue and Lasalle Street.
- Adjacency to proposed transit corridors
- Physical qualities of landscape (rolling topography, trees, etc.)
- An estimated 336 owner-occupied homes within the Druid Hills neighborhood.

### **3.3.2 Corridor Challenges**

The corridor is also faced with numerous challenges that must be addressed in order for a successful revitalization to occur. Specific challenges include:




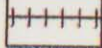
- “Threatened” areas or neighborhood “Hot Spots” (Kohler Avenue, Alma Court/Julia Avenue, McArthur and Holland Avenues, and Orlando Street)
- Poorly Maintained and inadequate housing within portions of the Druid Hills Neighborhood, the Kohler Avenue area and within the J.T. Williams community
- Limited connections within the Druid Hills neighborhood
- Arterial roads acting as barriers
- Lack of park/community facilities within Druid Hills neighborhood
- Limited screening of incompatible uses



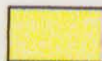







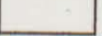
- Lack of adequate lighting on many streets
- Vacant lots used as dumping grounds
- Illegal dumping to the north of the Druid Hills neighborhood
- High number of rental homes and vacant lots (approximately 366 rental and 256 vacant)
- Lack of drug store, grocery store, medical facilities and other services

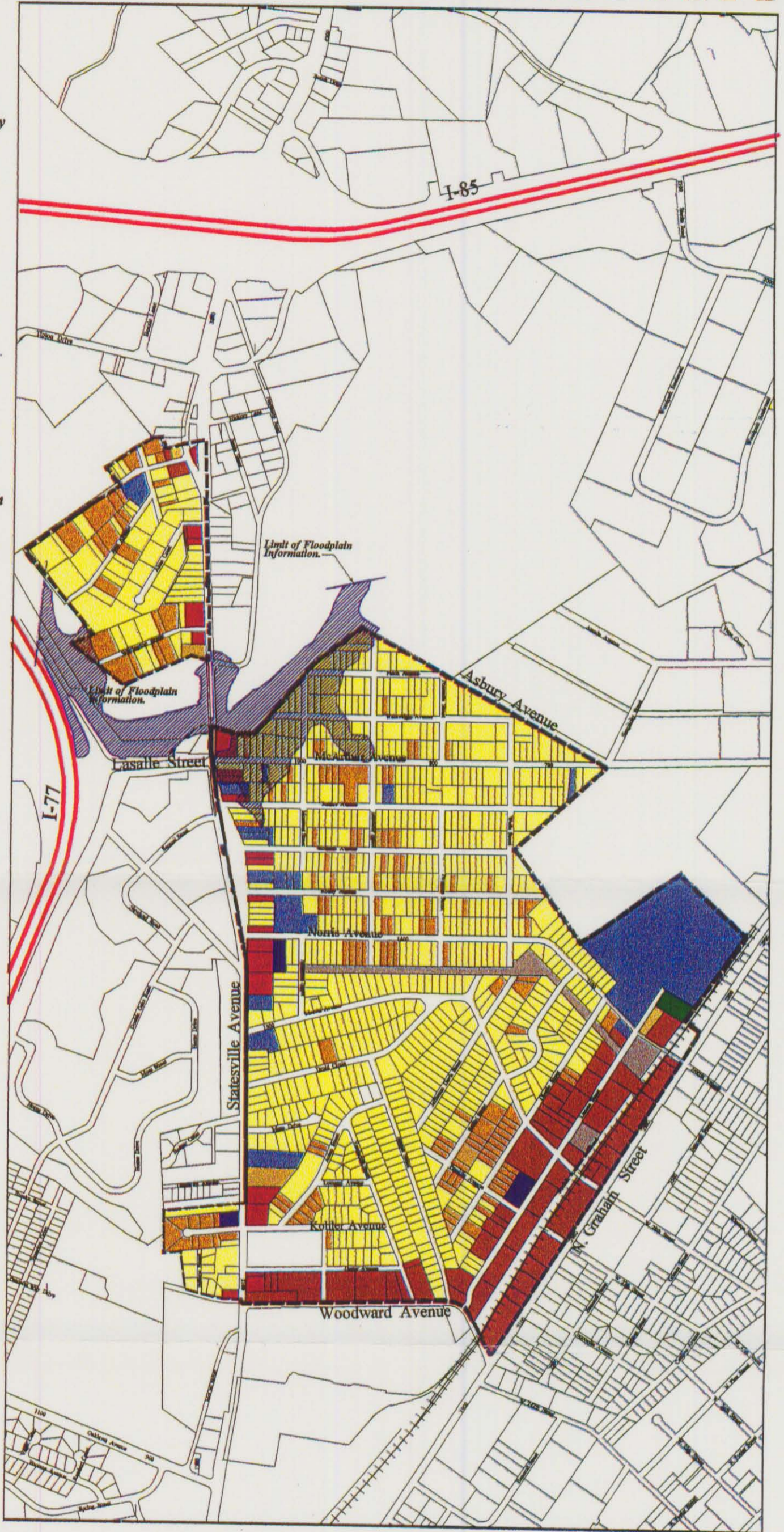


# Key

-  Interstate
-  Study Area Boundary
-  Floodplain
-  Railroad

## Parcels/Land Use

-  Single Family
-  Multi-family
-  Commercial
-  Office
-  Warehouse/Distribution
-  Industrial
-  Institutional
-  Utility
-  Open Space
-  Vacant



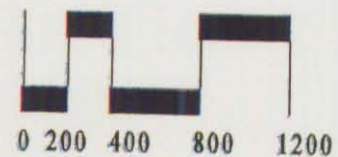
Existing Land Use Plan

## Statesville Avenue Corridor Area Plan

Charlotte, North Carolina

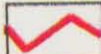


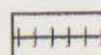
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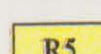


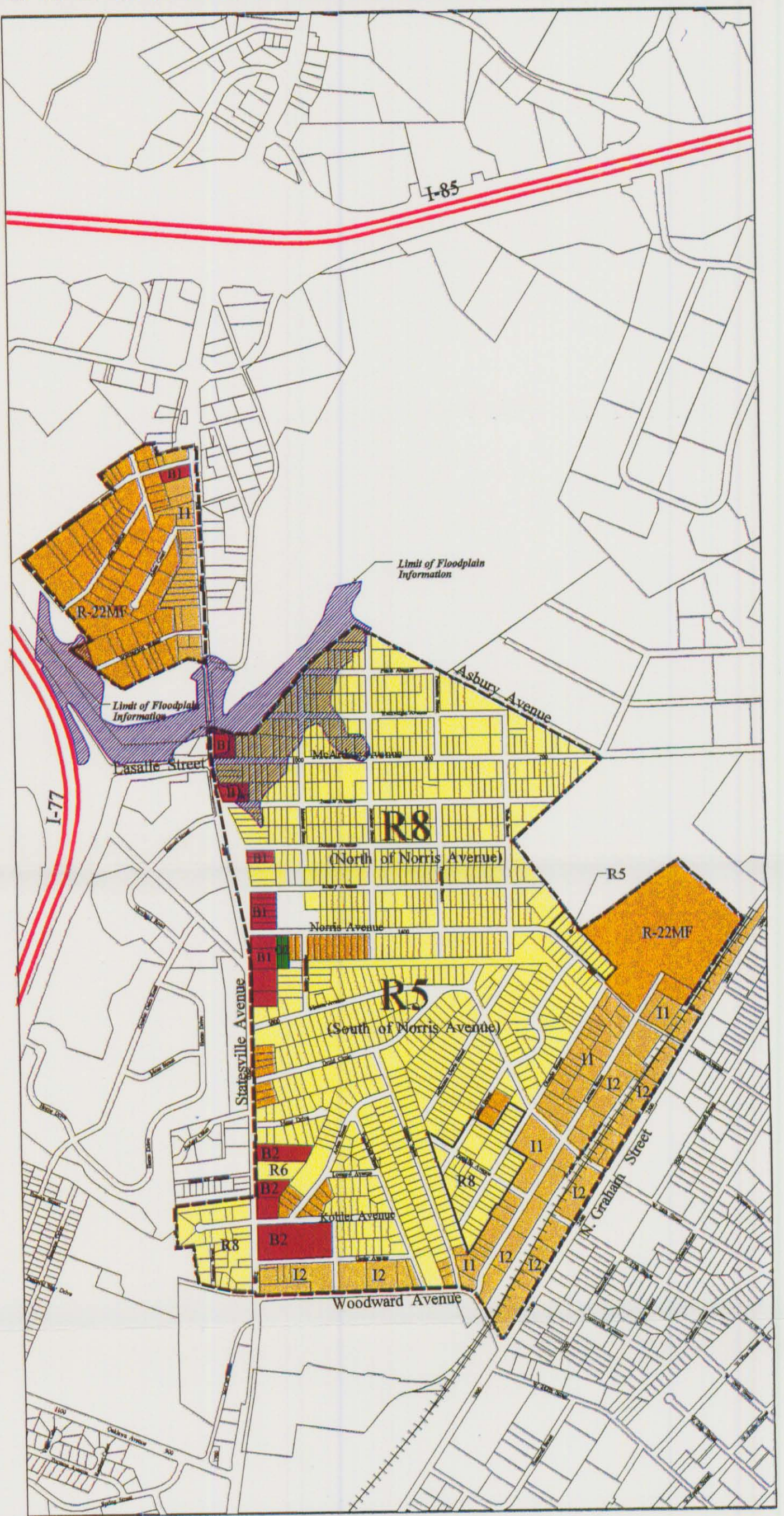


# Key

-  Interstate
-  Study Area Boundary
-  Floodplain
-  Railway

## Parcels/Zoning

-  B1 B1/Neighborhood Business
-  B2 B2/General Business
-  I1 I1/Light Industry
-  I2 I2/General Industry
-  R-22MF Multi-Family (22 units/acre)
-  R5 R5/Single Family (5units/acre)
-  R6 R6/Single Family (6units/acre)
-  R8 R8/Single Family (8units/acre)
-  O2 O2/Office Districts



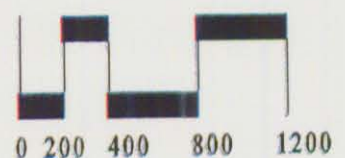
Existing Zoning Plan

## Statesville Avenue Corridor Area Plan

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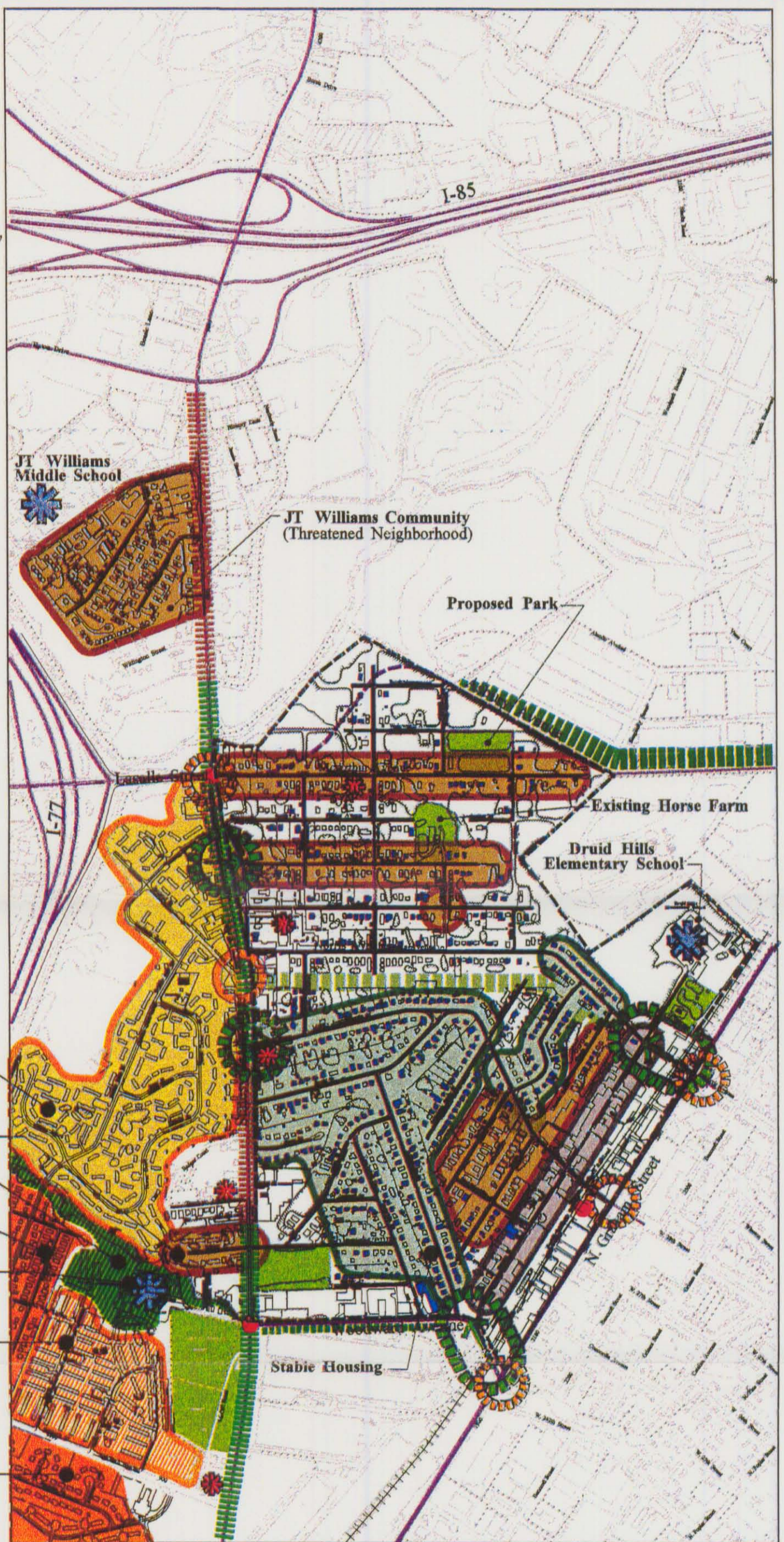




# Key

-  Existing Signalized Intersections
-  Proposed Signalized Intersections
-  Primary Gateways
-  Stable Neighborhood Within Study Boundary
-  Threatened Neighborhoods
-  Warehouse/Industrial Zone
-  Existing Stable Neighborhood
-  Significant Open Space Areas
-  Ownership Properties/Existing Road
-  Proposed Asbury Avenue Extension
-  Existing Landscaped Edge
-  Utility Easement
-  Completed Housing Revitalization
-  Planned Revitalization
-  Potential Transit Station
-  Streetscape Segment with Positive Image
-  Streetscape Segment-Enhancement Needed
-  Church or Community Facility
-  Community Schools
-  Study Area Boundary

- Double Oaks (Stable Neighborhood)
- Kohler Avenue (Threatened Neighborhood)
- Anita Stroud Park
- Genesis Park (Stable Neighborhood)
- Double Oaks School
- Fairview Homes (Planned Revitalization)
- Greenville (Stable Neighborhood)



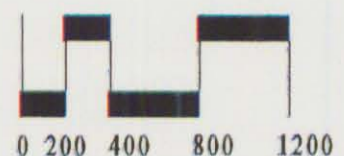
Summary Analysis Diagram

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## ***4.0 Goals and General Recommendations***

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The area plan takes into consideration several goals, which are identified below and should be considered as the revitalization plan is implemented. CMHP, Inc. and the Neighborhood Development Department should also review the goals of this plan on an annual basis to ensure that any unforeseen changes to the plan still enable CMHP, Inc. to achieve the desired plan intent. Each goal is also followed by a series of specific recommendations to help achieve the goal. Both the goals and recommendations form the foundation for the Illustrative Concept Plan discussed in Section 5.0.

### **4.1 Make an immediate impact with visible results.**

- Target and address many of the threatened areas first, including Kohler Avenue, Alma Court, Julia Avenue, McArthur Avenue, and Holland Avenue.
- Improve appearance and land uses along the Statesville Avenue frontage where there is an opportunity to improve the neighborhood's image.
- Concentrate initial rehabilitation/redevelopment along Norris Avenue which is also a primary image street.
- Locate a new neighborhood park and other park spaces (if appropriate) in highly visible areas such as adjacent to Statesville Avenue and Norris Avenue.
- Increase visibility of existing neighborhood assets.
- Celebrate and publicize successes.

### **4.2 Strengthen linkages to adjacent neighborhoods, within the Druid Hills neighborhood, to existing and potential recreation facilities, to services, and to existing and proposed transit.**

- Repair and add sidewalks (improvements currently underway).
- Study feasibility for a traffic signal at the Woodward Avenue/Statesville Avenue intersection to facilitate safe pedestrian crossings between the Druid Hills neighborhood and the community resources on the west side of Statesville Avenue.
- Provide street connections between the northern and southern sections of the Druid Hills neighborhood (Isenhour, Poinsett, and Jefferson Davis are potential streets where connections should be considered). Proposed street connections

that are considered would require a detailed analysis to determine the feasibility of the connection and to strive for minimal impact on quality housing.

- Locate the new neighborhood park on a street that makes a direct linkage between the northern and southern sections of the Druid Hills neighborhood.
- Improve the intersection at Norris Avenue and Statesville Avenue (currently underway as part of Engineering Services' Statesville Avenue widening project, and subject to change).
- Provide connections from Asbury Avenue/Asbury Avenue extension for emergency vehicles only, particularly at Poinsette Street. The flexibility should be provided, however, for future roadway connections to Asbury Avenue, should the community desire such connections.
- Improve visual connections to Graham Avenue along Woodward, Moretz, and Norris Avenues through the use of covenants and restrictions and through streetscape improvements.
- Locate new housing development on the west side of Statesville in a manner that encourages connections to the Druid Hills neighborhood.
- Provide adequate lighting along all new connections to provide a sense of security and encourage use.

#### **4.3 Help guide the locations of potential transit stations and plan for long-term economic development and higher density development opportunities adjacent to the stations.**

- Locate express bus stations near the Woodward Avenue/Statesville Avenue intersection and the Asbury Avenue (extension)/Statesville Avenue intersection (these locations are currently being considered as part of the transit plan based on the draft recommendations of this report).
- Plan for long-term employment/commercial redevelopment opportunities along Graham Avenue.
- Maintain flexibility to address a rail transit stop along Graham Avenue should the M.I.S. light rail transit alternative be implemented.

#### **4.4 Create a sense of "ownership" throughout the community.**

- Connect roadways wherever feasible and minimize the number of "dead ends."
- Face development onto all streets. Avoid creating streets with limited frontage or "blank walls".



- Provide porches, entrances, and windows on the front facades of new housing as well as rehabilitated housing to provide natural surveillance of the streets and other public spaces.
- Provide road frontage around the perimeter of the new neighborhood park and other park spaces.
- Front housing units onto the new neighborhood park and other park spaces.
- Reduce traffic speed on Norris Avenue (the Druid Hills Neighborhood Watch and Improvement Organization currently has a petition in place regarding this issue).

#### **4.5 Create a sense of physical order within neighborhoods.**

- Provide a hierarchy of streets, with a clear demarcation of the most significant streets (through the use of signage, unified landscape treatment, etc).
- Provide gateway signage and landscaping at the primary entrances into the neighborhoods.
- Maintain unified setbacks along the streets. New development should respect the setbacks of the existing development along the streets. These setbacks may vary from street to street but average between 20' and 30'.
- Use architectural treatments for new and infill development that are compatible with surrounding structures and positive architectural styles within the neighborhood. For example, in neighborhoods where the ridgeline of the roof is perpendicular to the street, the same should hold true for new buildings. Conversely, where the ridgeline is parallel to the street (as with many of the homes in the southern portion of the Druid Hills neighborhood), the same should hold true of adjacent infill in these areas. Refer to the Druid Hills Action Plan for examples of appropriate and inappropriate infill development.
- Prohibit fencing of front yards for all new housing and newly rehabilitated housing and discourage fencing of other front yards, through the use of covenants and restrictions.

## 5.0 Illustrative Concept Plan

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Two alternative plans were developed to review with the community, CMPC, and CMHP, Inc. Following the review, a preferred alternative was identified and developed into the Illustrative Concept Plan, discussed below, and the associated implementation plans discussed in the Implementation Plan. The Illustrative Concept Plan is based on the current assumptions related to the transit planning (these assumptions are that there will be two express bus stations along the Statesville Avenue frontage of the Druid Hills neighborhood, and one potential rail transit station along the Graham Avenue frontage).

Generally, the plan illustrates a potential new neighborhood park along Norris Avenue bounded by Holland Avenue, Isenhour Street and Poinsett Street. It also illustrates a future express bus station in the proximity of Woodward Avenue along Statesville Avenue, with corresponding opportunities for mixed-use development near the station and along Statesville Avenue. The plan illustrates rehabilitated housing in the J.T. Williams community in the short-term and the potential for the development of employment uses in the long-term.

Following is a description of the plan components. A detailed description is included in Appendix A.

### 5.1 Plan Components

The Illustrative Concept Plan is described in terms of residential development/redevelopment, mixed-use development/redevelopment and employment, streets/streetscape improvements, transit, open space/park system, and buffers.

#### 5.1.1 Development Summary

Following is a development summary highlighting the approximate total number of residential units and mixed-use square footage.

<b>Development Type (Long-term Plan)</b>	<b>Dwelling Units/ Square Footage (Approx.)</b>
Single-Family Detached (Rehabilitated and New-For Sale)	645 Units
Townhomes (All New-Primarily For-Sale, Some Rental)	179 Units
Multi-Family (All New-Rental)	120 Units
<i>Total Residential (Approximately 70% For Sale)</i>	<i>944 Units</i>
Mixed-Use Development (Potential)	283,000 SF
Employment (Potential)	300,000 SF

Of the 645 single-family detached units, approximately 50% -60% of these would be rehabilitated structures and the balance would be new construction. Approximately 283,000 SF of mixed-use development could be developed within the Druid Hills neighborhood and approximately 300,000 SF of employment uses could be developed as part of the long-term plan for the J.T. Williams community, based on market conditions.

### ***5.1.2 Residential Development/Redevelopment***

Residential redevelopment and/or new residential development is the primary focus of the corridor plan. The residential program will include rehabilitation of existing single-family homes, new single-family homes (infill and replacement of demolished substandard housing), new townhomes, new multi-family apartment buildings, and new senior housing/assisted living facilities. Townhomes, multi-family homes, and senior housing are primarily located as part of mixed-use neighborhoods near Statesville Avenue where there is greater access to commercial and transit services and where single-family development is less desirable.

The single-family homes and many of the townhomes would be for-sale. A portion of the townhomes and most of the multi-family apartments would be rental, and it is anticipated that some of the multi-family apartments would be developed as senior housing. The goal for the corridor is to obtain a ratio of approximately 70% home ownership to 30% rental. It is important to note that rental townhomes would be mixed in with for-sale townhomes and would be indistinguishable from the for-sale units. The multi-family apartment units would be developed in complexes where the management office, and possibly a police satellite office, would be located within the complex.

The plan also illustrates where new housing is most likely to occur. Whether or not new construction will occur in place of rehabilitation will depend on more detailed structural assessment of each building. For example, the revitalization along Rachel and Orlando Streets, south of Moretz Avenue, could be predominantly new construction or rehabilitation, depending on the conditions of the buildings. Regardless of the housing style, it is important that units "front" onto streets and open space. In the northern section of the Druid Hills neighborhood, existing homes primarily face east-west streets, with side yards abutting north-south streets. In an effort to increase the sense of ownership and presence on north-south streets, future revitalization should provide housing that fronts onto all streets. This is particularly important for streets that connect park spaces to the surrounding neighborhood. For townhome and multi-family development, the buildings should be parallel to the street and parking resources should be located behind the buildings.



### ***5.1.3 Mixed-Use Development/ Redevelopment and Employment Uses***

In addition to residential development, the plan also illustrates how revitalization might occur for non-residential uses, in the form of mixed-use development and employment. Mixed-use development could include commercial retail, services, institutional and office development, some of which may (and should) occur on different floors of the same buildings. Primarily, these uses are located along Statesville Avenue where visibility is greatest and where there are opportunities to benefit from adjacencies to transit. As with townhomes and multi-family apartment buildings, mixed-use buildings should be developed adjacent to the streets with parking located to the rear, wherever possible. Some of the mixed-use areas have been identified for potential locations for a drugstore or small grocery store. If either of these uses are developed, they should be carefully sited in a way that they do not “turn their back” on the residential areas.

The plan emphasizes commercial/employment mixed-use development and some multi-family residential development near the intersection of Statesville and Woodward Avenues to take advantage of the express bus station planned for this area. The plan also emphasizes a significant amount of employment uses in the long-term redevelopment of the J.T. Williams community. While the actual layout of these uses will depend on a number of factors, the plan illustrates how these employment uses might be developed along the existing street system, with the buildings arranged so as to establish a strong relationship with the streets.

### ***5.1.4 Streets/Streetscape Improvements***

Modifications to the existing street system are a critical component of each of the plans. Most of the changes include extensions of existing streets to minimize the number of “dead ends” and to create critical linkages to other areas of the neighborhood and surrounding neighborhoods. In some instances, the connections may be considered long-term recommendations, depending on the condition of the homes that would be impacted. Other changes in the street system include realignments to create more useable development parcels and removal of street segments that are not necessary.

While only one connection between Asbury Avenue/Asbury Avenue extension and the Druid Hills neighborhood is shown, the plans do provide for emergency vehicle access, as well as the possibility for future permanent connections should the neighborhood choose to do so, particularly at Poinsette Street. In order to accommodate emergency vehicles while discouraging others, the connections could be developed with reinforced lawn areas and removable bollards.

Streets highlighted with green on the Illustrative Concept Plan are primary image and linkage streets where streetscape improvements should be considered.

Refer to the Roadway Plan in the Implementation Plan for additional information.

### ***5.1.5 Transit Opportunities***

The 2025 Integrated Transit/Land-Use Plan was developed prior to the Statesville Avenue Corridor Area Plan and the M.I.S. projects for the North and Northeast Corridors are currently underway. Both include recommendations for rail and express bus transit systems along Statesville Avenue/I-77 and Graham Avenue. The Statesville Avenue Corridor Area Plan takes into consideration the recommendations of the 2025 Integrated Transit/Land-Use Plan as well as the current recommendations for transit stations as identified in the M.I.S process. The plan illustrates how the revitalization of the surrounding neighborhoods might maximize the benefits of the proposed transit systems and transit stations, particularly along Statesville Avenue.

The locations for the express bus stations are shown between Woodward and Kohler Avenues along Statesville Avenue and further to the north along Statesville Avenue near the intersection of the Asbury Avenue extension. There is a significant opportunity to create a “hub” of mixed-use and employment uses along Statesville Avenue near the Woodward Avenue express bus transit station. The potential location for a rail station for one of the North Corridor alternatives is shown near the intersection of Graham Avenue and 28<sup>th</sup> Street. The potential station locations shown are subject to change as the M.I.S. process evolves.

### ***5.1.6 Open Space/Parks***

The open space and park system included in the plan includes several components. The focal point of the open space system is the proposed neighborhood park which would include a play field, play courts, playground and picnic areas (specific program elements will be determined by the community as detail park plans are developed). Other components of the park system include small pocket parks to provide passive open space and identity for areas within the neighborhood, as well as major landscape green spaces along roadways or at intersections. The open spaces are planned so that they can be defined by roadways faced with new development, maximizing the opportunity for surveillance (“eyes on the park”) and security.

The proposed neighborhood park is shown on Norris Avenue between Norris and Holland Avenues and between Isenhour and Poinsett Streets. The advantage of this location is that the park would be centrally located with a presence on a major road through the community. Most of the land is lower in elevation than the surrounding streets and would allow for excellent visibility into the park. The plan also shows an

option for creating a small pocket park along Franklin Avenue between Olando and Rachel Streets. This park could provide a focal point for revitalization in this area.

### **5.1.7 Buffers**

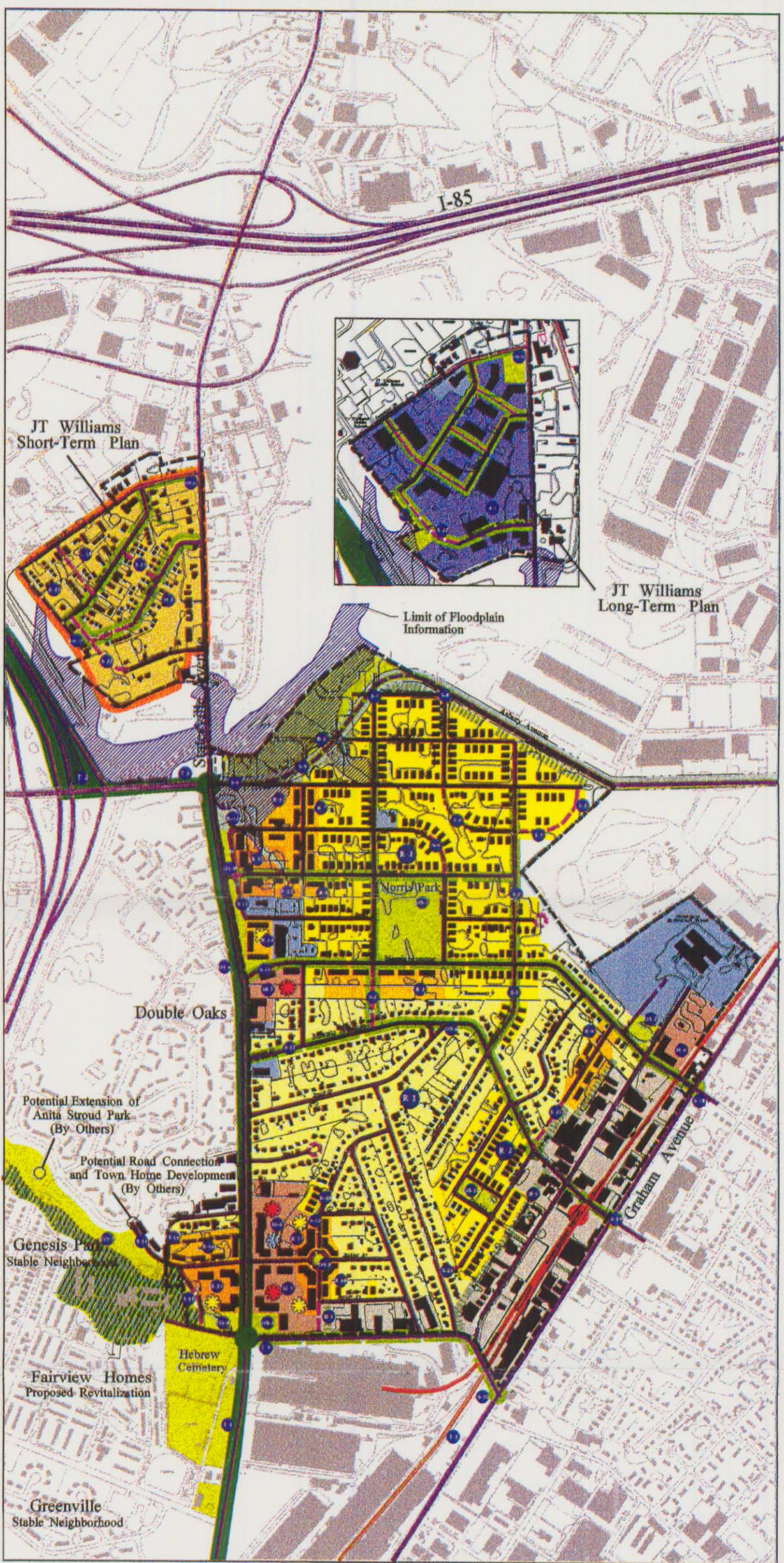
While most of the recommendations in the plan encourage opening views and maximizing visibility for a sense of security, buffers may be needed in some areas to protect residential uses from undesirable adjacent uses. Two areas are recommended for buffers in the plan. The first is behind the industrial development along Lucena Street and the second is along the new extension of Asbury Avenue. As it is developed, the detail design of the Asbury Avenue buffer should take into consideration the preservation of existing trees and the thoughtful use of walls and new landscaping to screen undesirable views while maintaining visibility for natural surveillance.

The actual type of buffer for each location should vary, depending on the conditions of the adjacent surroundings. Buffers will most likely employ a combination of existing trees, evergreen trees, walls, and fences. The design and location of the buffers should be developed at the time of the adjacent housing revitalization.



# Key

-  Single Family Detached Homes (Predominantly new with some Rehabilitation)
-  Town Homes (Proposed)
-  Multi Family Residential (Proposed)
-  Single Family Detached Homes (Predominantly Rehabilitation)
-  Predominantly Warehouse / Distribution With Some Industrial
-  Mixed Use (Proposed and Existing)
-  Proposed Office / Business Park
-  Churches and Schools
-  Significant Proposed Open Space Areas
-  Existing Park Space
-  Proposed Road / Road Re-alignment
-  Proposed Landscaped Buffer (Evergreen Trees, Wall, Solid Fence or Combination)
-  Primary Image Streets designated for Streetscape Improvements
-  Short-Term JT Williams Neighborhood Revitalization
-  Potential Express Bus System and Station
-  Potential Drugstore Location
-  Potential Grocery Store Location
-  Potential Senior Housing Location
-  Study Area Boundary
-  Railroad and Potential Rail Transit Line and Station
-  Flood Plain
-  Site Specific Key (Refer to Appendix 'A' in Concept Plan Report)



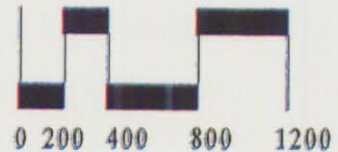
Illustrative Concept Plan

## Statesville Avenue Corridor Area Plan

Charlotte, North Carolina

Charlotte-Mecklenburg Housing Partnership, Inc.  
LDR International, an HNTB Company

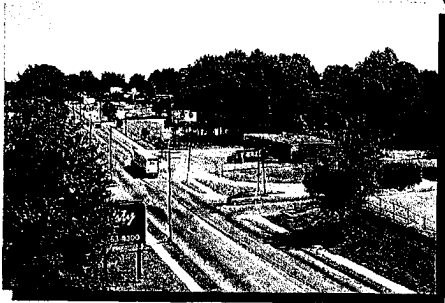
March 9, 2000







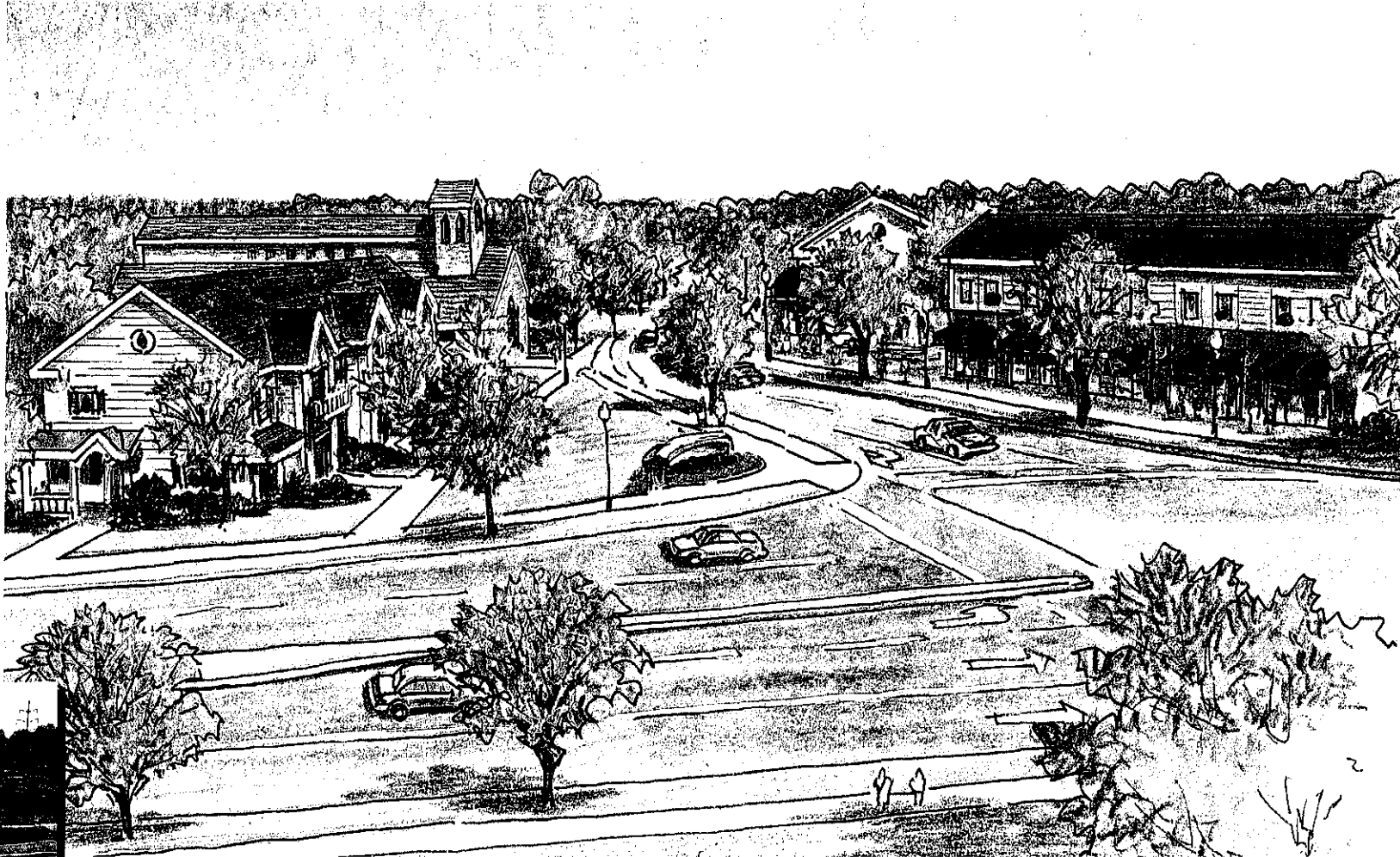
*View showing potential mixed-use development and senior housing at Statesville and Woodward Avenues.*



# Statesville Avenue Corridor Area Plan

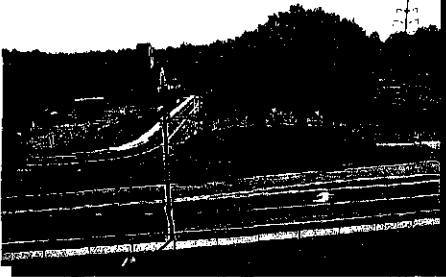
*Charlotte-Mecklenburg Housing Partnership, Inc.  
LDR International , an HNTB Company*

*View showing potential townhomes and mixed-use development at proposed Norris Avenue/Statesville Avenue gateway.*

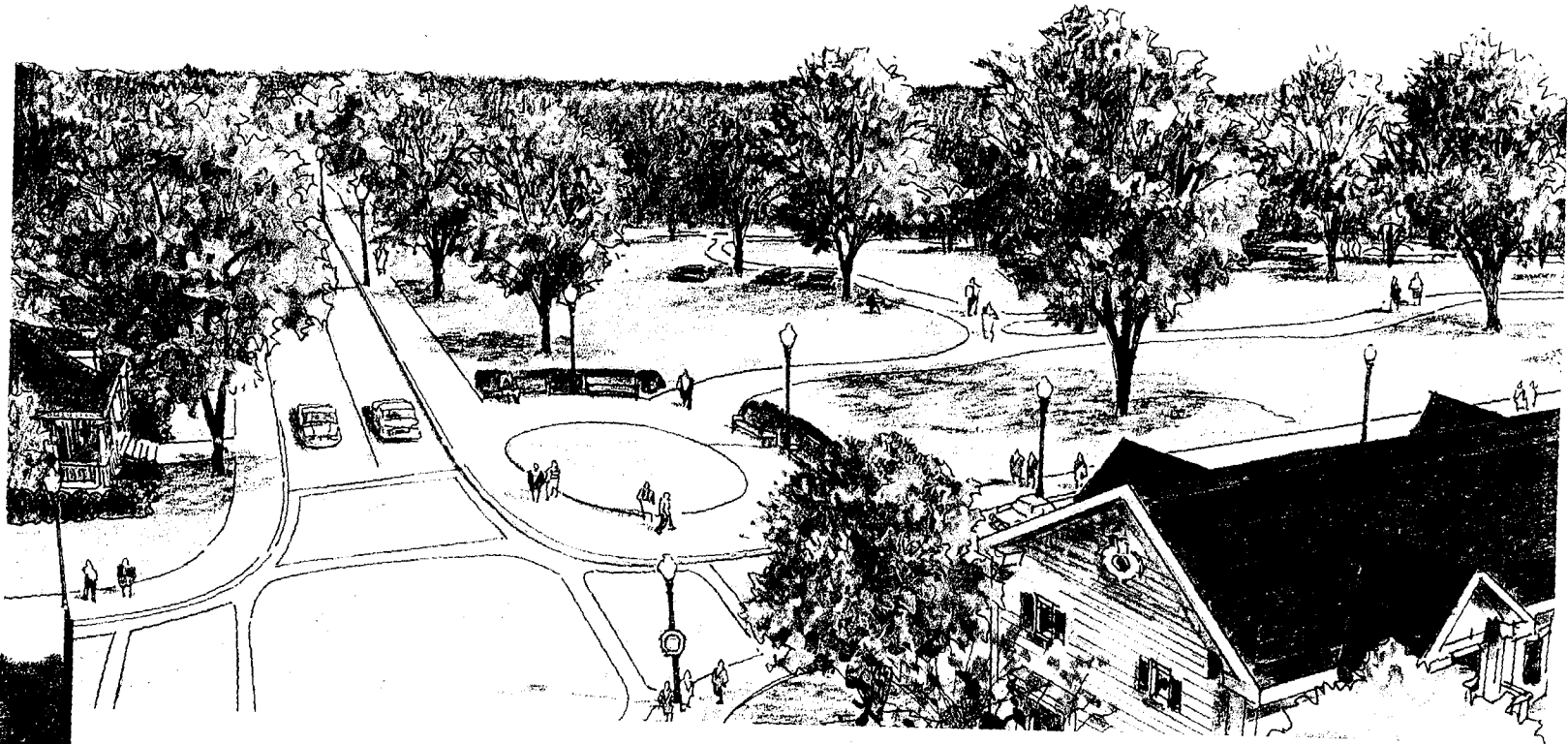


# Statesville Avenue Corridor Area Plan

*Charlotte-Mecklenburg Housing Partnership, Inc.  
LDR International, an HNTB Company*



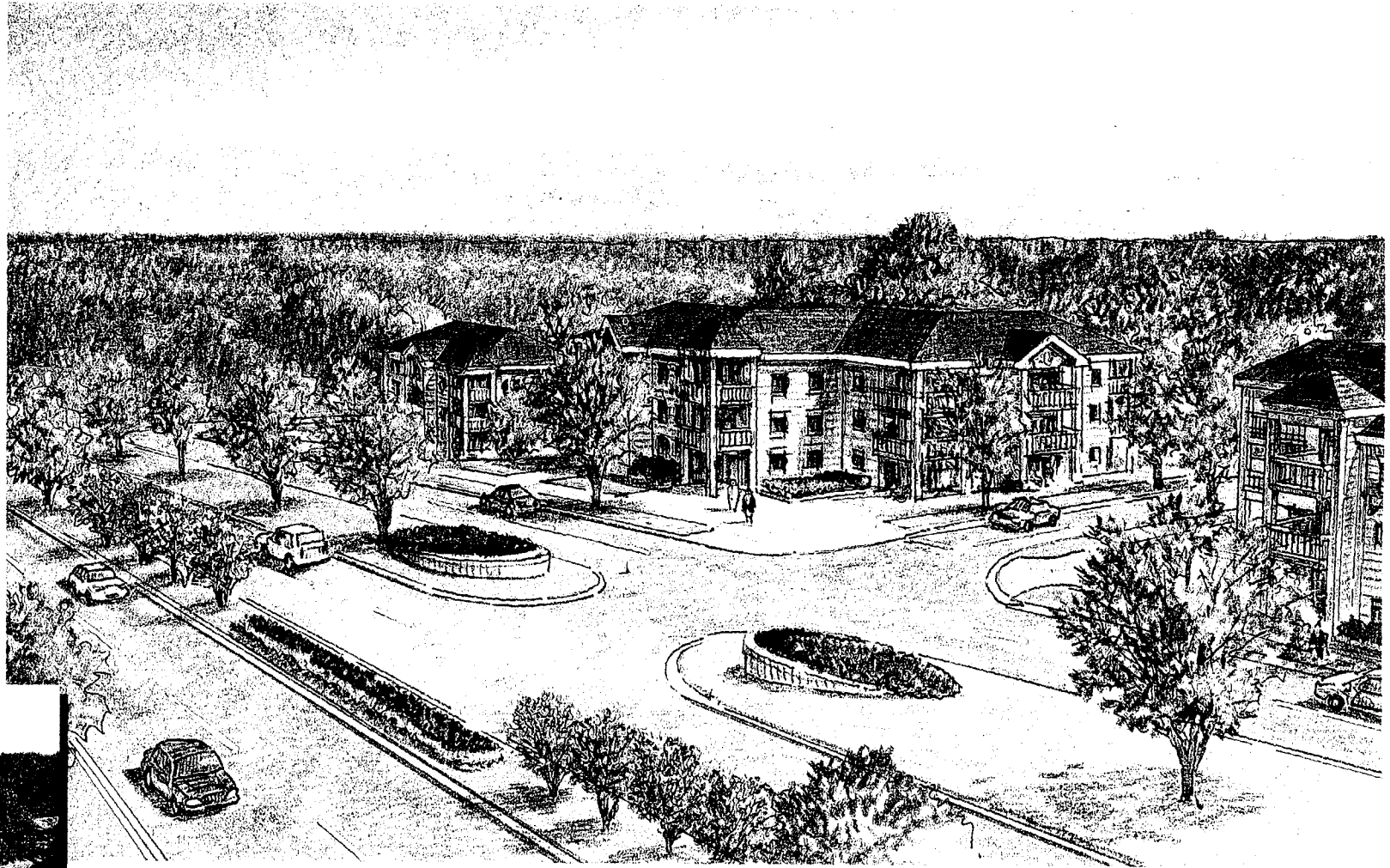
*View showing potential park at Norris Avenue and Isenhour Street.*



# Statesville Avenue Corridor Area Plan

*Charlotte-Mecklenburg Housing Partnership, Inc.  
LDR International, an HNTB Company*

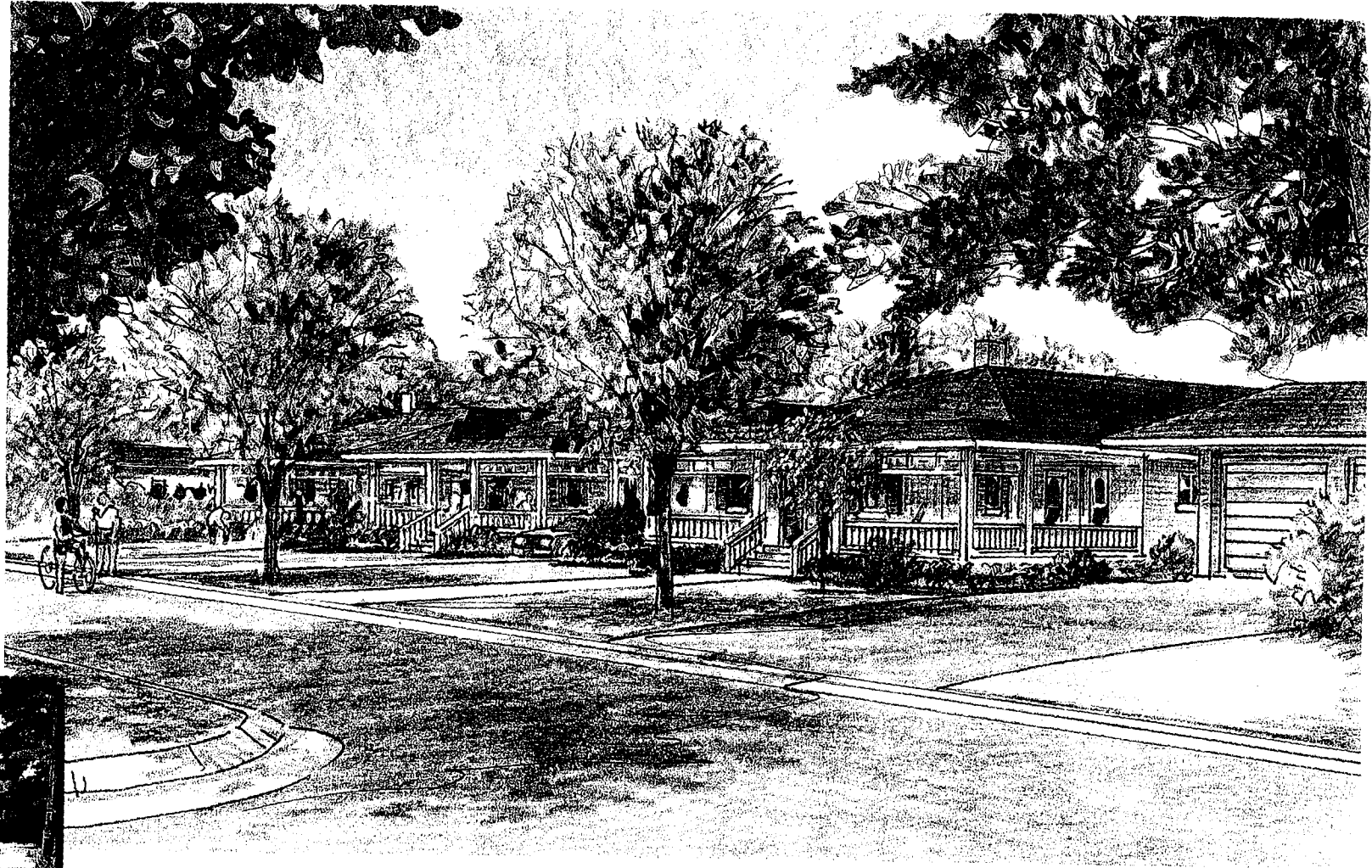
*View showing potential  
new apartments at  
Statesville Avenue/Holland  
Avenue intersection.*



# Statesville Avenue Corridor Area Plan

*Charlotte-Mecklenburg Housing Partnership, Inc.  
LDR International , an HNTB Company*



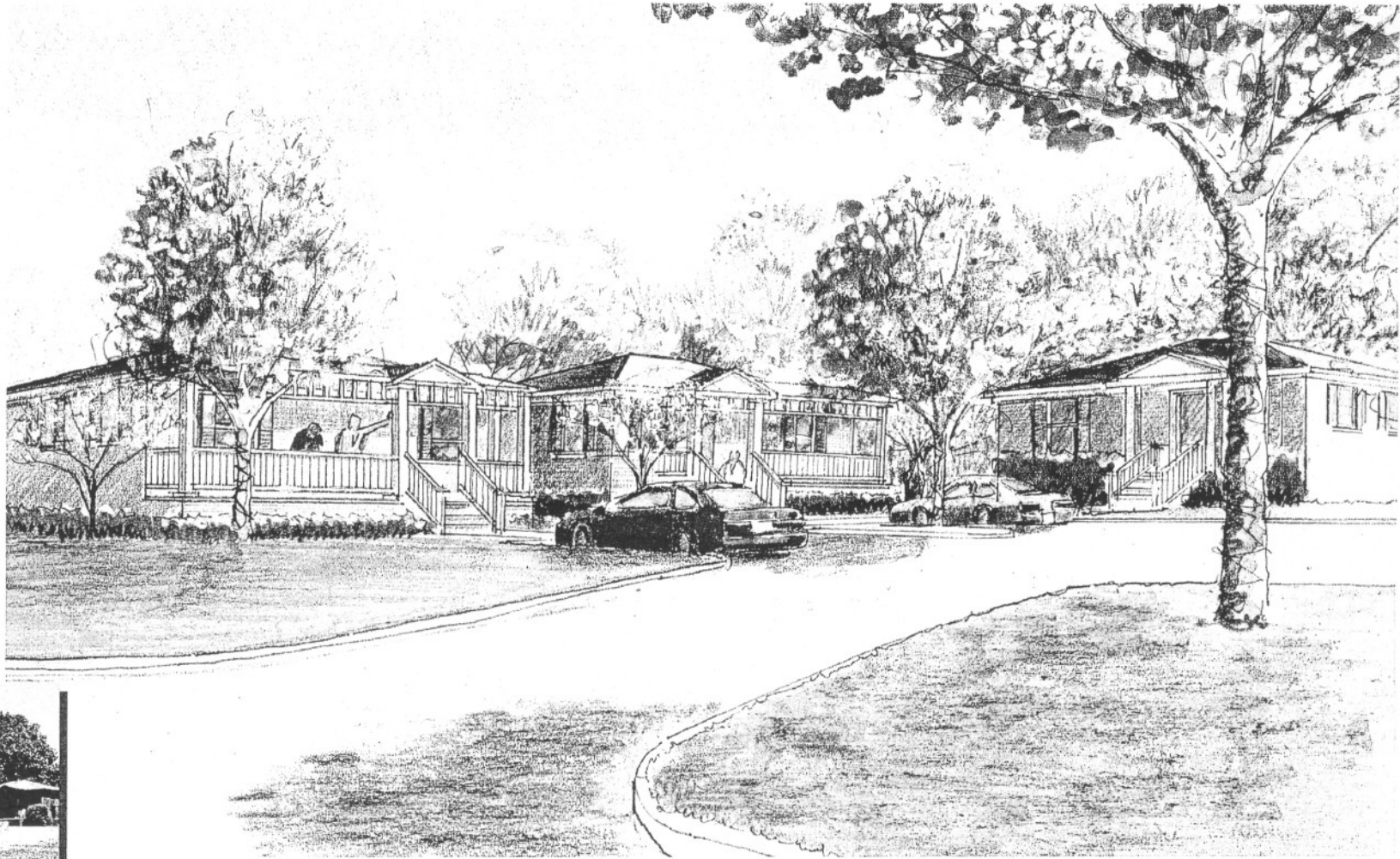


*View showing potential rehabilitation of homes at Olando Street.*

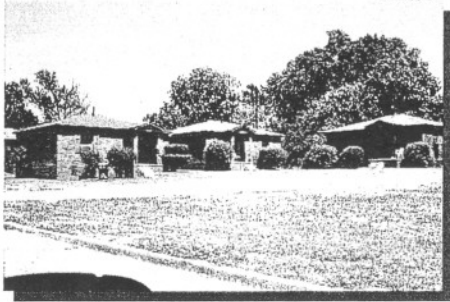


# Statesville Avenue Corridor Area Plan

*Charlotte-Mecklenburg Housing Partnership, Inc.  
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*View showing potential rehabilitation of homes in the J.T. Williams Community.*



# Statesville Avenue Corridor Area Plan

*Charlotte-Mecklenburg Housing Partnership, Inc.  
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## ***Appendix A: Statesville Avenue Corridor Housing Plan***

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### ***Detail Plan Summary and Key to Accompany Illustrative Concept Plan***

The Illustrative Concept Plan contains a new neighborhood park along Norris Avenue bounded by Norris Avenue, Holland Avenue, Isenhour Street and Poinsett Street. It also illustrates a future express bus station in the proximity of Woodward Avenue along Statesville Avenue, with corresponding opportunities for mixed-use development near the station. The following plan recommendations are keyed (S-1, R-1, etc) into the Illustrative Concept Plan drawing.

#### **Residential Development/Redevelopment**

Residential redevelopment and/or new residential development is the primary focus of the corridor plan. The residential program will include rehabilitation of existing single-family homes, new single-family homes (infill and replacement of demolished substandard housing), new townhomes, new multi-family apartment buildings, and new senior housing/assisted living facilities. Townhomes, multi-family homes, and senior housing are primarily located as part of mixed-use neighborhoods near Statesville Avenue where there is greater access to commercial and transit services and where single-family development is less desirable.

The single-family homes and many of the townhomes would be for-sale. A portion of the townhomes and most of the multi-family apartments would be rental, and it is anticipated that some of the multi-family apartments would be developed as senior housing. The goal for the corridor is to obtain a ratio of approximately 70% home ownership to 30% rental. It is important to note that rental townhomes would be mixed in with for-sale townhomes and would be indistinguishable from the for-sale units. The multi-family apartment units would be developed in complexes where the management office, and possibly a police satellite office, would be located within the complex.

The plan also illustrates where new housing is most likely to occur. Whether or not new construction will occur in place of rehabilitation will depend on more detailed structural assessment of each building. For example, the revitalization along Rachel and Orlando Streets, south of Moretz Avenue, could be predominantly new construction or rehabilitation, depending on the conditions of the buildings. Regardless of the housing style, it is important that units "front" onto streets and open space. In the northern section of Druid Hills, existing homes primarily face east-west streets, with side yards abutting north-south streets. In an effort to increase the sense of ownership and presence on north-south streets, future revitalization should

provide housing that fronts onto all streets. This is particularly important for streets that connect park spaces to the surrounding neighborhood. For townhome and multi-family development, the buildings should be parallel to the street and parking resources should be located behind the buildings.

- R-1 Predominantly rehabilitation of existing single-family homes with some replacement/infill as appropriate (approximately 323 single-family homes)
- R-2 Predominantly replacement of existing housing with new single-family homes or major rehabilitation of existing single-family homes (approximately 258 single-family homes north of Moretz Avenue and 60 single-family homes south of Moretz Avenue, in the vicinity of Olando Street)
- R-3 Approximately 32 new townhomes
- R-7 Approximately 12 new townhomes
- R-8 Approximately 6 new townhomes
- R-9 Approximately 22 new townhomes
- R-11 Approximately 18 new townhomes
- R-12 Approximately 18 new townhomes and 36 new multi-family units (3 floors) or senior housing. Some parking located across Justice Avenue to the north
- R-13 Approximately 6 new townhomes and 24 new multi-family units (3 floors)
- R-14 Approximately 18 new townhomes or senior housing. Potential community center location.
- R-15 Approximately 36 new multi-family units or senior housing
- R-16 Approximately 21 new townhomes
- R-17 Approximately 24 new multi-family units (3 floors)
- R-18 Approximately 26 new townhomes
- R-19 Predominantly temporary rehabilitation of residential structures in the J. T. Williams Community (short-term).
- R-20 New infill single-family homes (approximately 4 units)



## **Mixed-Use Development/Redevelopment and Employment**

In addition to residential development, the plan also illustrates how revitalization might occur for non-residential uses, in the form of mixed-use development and employment. Mixed-use development could include commercial retail, services, institutional and office development, some of which may (and should) occur on different floors of the same buildings. Primarily, these uses are located along Statesville Avenue where visibility is greatest and where there are opportunities to benefit from adjacencies to transit. As with town homes and multi-family apartment buildings, mixed-use buildings should be developed adjacent to the streets with parking located to the rear, wherever possible. Some of the mixed-use areas have been identified for potential locations for a drugstore or small grocery store. If either of these uses are developed, they should be carefully sited in a way that they do not “turn their back” on the residential areas.

The plan emphasizes commercial/employment mixed-use development and some multi-family residential development near the intersection of Statesville and Woodward Avenues to take advantage of the express bus station planned for this area. The plan also emphasizes a significant amount of employment uses in the long-term redevelopment of the J.T. Williams community. While the actual layout of these uses will depend on a number of factors, the plan illustrates how these employment uses might be developed along the existing street system, with the buildings arranged so as to establish a strong relationship with the streets.

- M-1 Approximately 114,000 sf (3 floors) This site could accommodate a drugstore or community center.
- M-2 Approximately 60,000 sf (two buildings shown at 2 floors each). This site could accommodate a drugstore.
- M-3 Approximately 75,000 sf (three buildings shown at 3 floors each). This site could accommodate a drugstore or small grocery store.
- M-4 Approximately 34,000 sf (three floors)
- E-1 Approximately 300,000 sf (one-two floors)

## **Streets/Streetscape Improvements**

Modifications to the existing street system are a critical component of each of the plans. Most of the changes include extensions of existing streets to minimize the number of “dead ends” and to create critical linkages to other areas of the neighborhood and surrounding neighborhoods. In some instances, the connections may be considered long-term recommendations, depending on the condition of the

homes that would be impacted. Other changes in the street system include realignments to create more useable development parcels and removal of street segments that are not necessary.

While only one connection between Asbury Avenue/Asbury Avenue extension and Druid Hills is shown, the plans do provide for emergency vehicle access, as well as the possibility for future permanent connections should the neighborhood choose to do so, particularly at Poinsette Street. In order to accommodate emergency vehicles while discouraging others, the connections could be developed with reinforced lawn areas and removable bollards.

Streets highlighted with green on the Illustrative Concept Plan are primary image and linkage streets where streetscape improvements should be considered.

- S-1 Jefferson Davis Street extension to Norris Avenue
- S-2 Potential extension of Isenhour Street to Moretz Avenue
- S-3 Wells Street extension to McArthur Avenue
- S-4 Justice Avenue/Poinsett Street connection at horse farm
- S-5 New street ("McArthur Circle") connection between McArthur Avenue and Wells Street
- S-6 Asbury Avenue Extension
- S-7 Provision for emergency access or connection between Isenhour Street and Asbury Avenue (if desired by community at some point in the future)
- S-8 Provision for emergency access or connection between Poinsette Street and Asbury Avenue (if desired by community at some point in the future)
- S-9 Provision for emergency access or connection between Montreat Street and Asbury Avenue (if desired by community at some point in the future)
- S-10 Norris Avenue connection to Statesville Avenue, as currently planned
- S-11 Rodey/Holland/Justice Avenues realignment as currently planned
- S-12 Alma Court and Julia Avenue connection
- S-13 Realignment of Arden Street
- S-14 Future Kohler Avenue extension to Horne Drive (to be coordinated with future redevelopment of Double Oaks Community)
- S-15 Extension of Benson Street to Kohler Avenue
- S-16 Potential future extension of Dearborn Avenue to Kohler Avenue
- S-17 Primary image and linkage streets (highlighted by green) to be considered for streetscape improvements



- S-18 Long-term streetscape improvements to create positive community image from Graham Avenue at Norris Avenue
- S-19 Long-term streetscape improvements to create positive community image from Graham Avenue at Moretz Avenue
- S-20 Long-term streetscape improvements to create positive community image from Graham Avenue at Woodward Avenue
- S-21 Olando Street extension to Moretz Avenue
- S-22 Alma Court and Julia Avenue connection to Whittington Street
- S-23 Potential Olando Street extension to Edison Street.

## **Transit Opportunities**

The 2025 Integrated Transit/Land-Use Plan was developed prior to the Statesville Avenue Corridor Area Plan and the M.I.S. projects for the North and Northeast Corridors are currently underway. Both include recommendations for rail and express bus transit systems along Statesville Avenue/I-77 and Graham Avenue. The Statesville Avenue Corridor Area Plan takes into consideration the recommendations of the 2025 Integrated Transit/Land-Use Plan as well as the current recommendations for transit stations as identified in the M.I.S. process. The plan illustrates how the revitalization of the surrounding neighborhoods might maximize the benefits of the proposed transit systems and transit stations, particularly along Statesville Avenue.

The locations for the express bus stations are shown between Woodward and Kohler Avenues along Statesville Avenue and further to the north along Statesville Avenue near the intersection of the Asbury Avenue extension. There is a significant opportunity to create a “hub” of mixed-use and employment uses along Statesville Avenue near the Woodward Avenue express bus transit station. The potential location for a rail station for one of the North Corridor alternatives is shown near the intersection of Graham Avenue and 28<sup>th</sup> Street. The potential station locations shown are subject to change as the M.I.S. process evolves.

- T-1 Potential North Corridor Rail Transit Route
- T-3 Potential Express Bus Transit System
- T-4 Potential Express Bus Station
- T-5 Potential Express Bus Station
- T-6 Potential Rail Station

## Open Space/Park System

The open space and park system included in the plan includes several components. The focal point of the open space system is the proposed neighborhood park which would include a play field, play courts, playground and picnic areas (specific program elements will be determined by the community as detail park plans are developed). Other components of the park system include small pocket parks to provide passive open space and identity for areas within the neighborhood, as well as major landscape green spaces along roadways or at intersections. The open spaces are planned so that they can be defined by roadways faced with new development, maximizing the opportunity for surveillance (“eyes on the park”) and security.

The proposed neighborhood park is shown on Norris Avenue between Norris and Holland Avenues and between Isenhour and Poinsett Streets . The advantage of this location is that the park would be centrally located with a presence on a major road through the community. Most of the land is lower in elevation than the surrounding streets and would allow for excellent visibility into the park. The plan also shows an option for creating a small pocket park along Franklin Avenue between Orlando and Rachel Streets. This park could provide a focal point for revitalization in this area.

- OS-1 Proposed “Norris Park” neighborhood park
- OS-2 Proposed “Gateway East” pocket park (would require a land swap with the school district in exchange for the existing park adjacent to Druid Hills Elementary School)
- OS-3 Proposed “Woodward Common”
- OS-4 Proposed “Gateway West” pocket park (located in triangle of land that results from realignment of Norris Avenue)
- OS-5 Proposed “Kohler Circle” green space
- OS-6 Existing Druid Circle green space
- OS-7 Proposed extension of Anita Stroud Park to Horne Drive (by others)
- OS-8 Proposed extension of Anita Stroud Park to Statesville Avenue
- OS-9 Statesville Avenue linear green space (as currently planned)
- OS-10 Proposed Franklin Avenue Pocket Park
- OS-11 Proposed J.T. Williams Square
- OS-12 Proposed open space connections to potential future greenway adjacent to Interstate 77.



## Buffers

While most of the recommendations in the plan encourage opening views and maximizing visibility for a sense of security, buffers may be needed in some areas to protect residential uses from undesirable adjacent uses. Two areas are recommended for buffers in the alternative plans. The first is behind the industrial development along Lucena Street and the second is along the new extension of Asbury Avenue. As it is developed, the detail design of the Asbury Avenue buffer should take into consideration the preservation of existing trees and the thoughtful use of walls and new landscaping to screen undesirable views while maintaining visibility for natural surveillance.

The actual type of buffer should vary, depending on the conditions of the adjacent surroundings. It will most likely employ a combination of existing trees, evergreen trees, walls, and fences. The design and location of the buffers should be developed at the time of the adjacent housing revitalization.

- B-1 Proposed landscape/wall/fence buffer between the existing industrial properties along Lucena Street and the residential areas of Druid Hills. The design of this buffer should be developed as a detailed revitalization plans are developed for this area.
- B-2 Proposed landscape/wall/fence buffer between the proposed extension of Asbury Avenue and the new residential development/redevelopment. The actual buffer design will be determined as part of the Asbury Avenue plans.

## Development Summary

Following is a development summary highlighting the approximate total number of residential units and mixed-use square footage.

<i>Development Type (Long-term Plan)</i>	<i>Dwelling Units/ Square Footage (Approx.)</i>
Single-Family Detached (Rehabilitated and New-For Sale)	645 Units
Townhomes (All New-Primarily For-Sale, Some Rental)	179 Units
Multi-Family (All New-Rental)	120 Units
<i>Total Residential (Approximately 70% For Sale)</i>	<i>944 Units</i>
Mixed-Use Development	283,000 SF
Employment	300,000 SF

Of the 645 single-family detached units, approximately 50% -60% of these would be rehabilitated structures and the balance would be new construction. Approximately 283,000 SF of mixed-use development could be developed within the Druid Hills neighborhood and approximately 300,000 SF of employment uses could be developed as part of the long-term plan for the J.T. Williams community, based on market conditions.



## ***Appendix B: List of Stakeholder Participants***

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Numerous individuals and stakeholder groups provided input during the planning process and have contributed significantly to a community-based plan, not a consultant plan. Following is a list of individuals and groups who participated in the process. LDR is grateful for this participation. While LDR has strived to include the names of all participants, we apologize if we omitted any names.

Ms. Pat Adair, CMHP  
Ms. Joyce Anderson, Community Improvement  
Ms. Shantel Asante-Kissi, CMHP  
Ms. Sara Ballard, Druid Hills  
Mr. Sam Barber, Engineering Services  
Mr. Jerry Beiersdorf, Habitat for Humanity  
Ms. June Blotnick, CMHP  
Ms. Nancy Brunnemer, Parks & Recreation  
Ms. Debra Campbell, CMPC  
Officer Mike Cotton, Police Department  
Ms. Nancy Crown, Bank of America  
Ms. Aldea Douglas, CMHP  
Ms. Patricia Garrett, CMHP  
Mr. Willie Green, Druid Hills  
Ms. Linda Hall, CMHP  
Ms. Candice Heintz, Engineering Services  
Mr. David Howard, CMHP  
Ms. Carlenia Ivory, Double Oaks School  
Ms. Melony McCullough, CMPC  
Mr. Eric McManus, Community Improvement  
Ms. Loretta Manago, Social Services  
Officer Susan Manassah, Police Department  
Ms. Cheryl G. Merritt, Double Oaks Pre-Kindergarten  
Councilman James Mitchell  
Ms. Jean Walakovits, CMHP  
Mr. Johnnie Wallace, Neighborhood Development  
Mr. Stanley Watkins, Neighborhood Development  
Commissioner Darrel Williams  
Mr. Dick Williams, LPA Group  
Mr. Stanley Wilson, Neighborhood Development

### **Public Work Session and Other Work Session Participants:**

- City Staff
- CMHP Staff
- Members of Druid Hills Neighborhood Association
- Statesville Avenue Corridor Residents

# Volume II: Implementation Plan

## *Statesville Avenue Corridor*

### *Area Plan*

---

Charlotte, North Carolina



Prepared for:

***Charlotte-Mecklenburg Housing Partnership, Inc.***

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Funded by:

**City of Charlotte Neighborhood Development Department**

Prepared by:

LDR International, an HNTB Company

March 9, 2001



**Volume II: Implementation Plan**  
***Statesville Avenue Corridor***  
***Area Plan***

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**Charlotte, North Carolina**

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March 9, 2001

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## ***1.0 Immediate Action Agenda***

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Achieving the vision for the Statesville Avenue Corridor Area Plan is realistically achievable over the next ten to fifteen years with the commitment of Charlotte's public and private stakeholders. The implementation process should begin with the careful evaluation and adoption of the recommendations made in this plan and a periodic evaluation to mark progress, celebrate successes and identify changes in focus that may need to occur.

The following is an outline of the immediate actions necessary for plan implementation, including an outline of the six primary areas where initial efforts should be focused.

1. Adopt the Statesville Avenue Corridor Area Plan
2. Continue to move forward with the development of the park in the currently proposed location, with the understanding that the park may ultimately be located elsewhere within the community. Careful attention should be given to minimizing the removal of existing trees at the park site since they will be a valuable asset to new residential construction in this area should the park be relocated.
3. Share plan and coordinate with all appropriate agencies and departments within the city to ensure that all parties are working toward the same ultimate goals.
4. Focus initial efforts in key areas where the most impact can be made early on and where efforts will build on nearby revitalization efforts that are currently underway or that have been recently completed.
5. Work with the City to conduct an environmental assessment of the "landfill" area and take appropriate actions to address problems that exist.

### **1.1 Focus Areas**

Six primary focus areas have been identified below, along with a description as to why each area was identified. While they are listed in order of descending priority, market conditions, ability to acquire key properties and other factors will all influence the ability to concentrate in one area or the other.

- ***Kohler Avenue Focus Area:*** Woodward Avenue defines this focus area to the south, Dearborn Avenue to the north, Arden Street to the east and Double Oaks School to the west. This area is a focus area for several reasons: the significant amount of crime that occurs on Kohler Avenue, west of Statesville Avenue; the current efforts of CMHP, Inc. to acquire the Kohler Avenue homes; the



revitalization that has occurred in the adjacent neighborhoods; the nearby community resources of Anita Stroud Park and Double Oaks School; and the vacant/underutilized commercial parcels on the east side of Statesville Avenue.

- ***J.T. Williams Community:*** Carmine Street defines this area to the north, Whittington Street to the south, Statesville Avenue to the east and I-77 to the west. The area around Alma Court and Julia Avenue experiences significant amounts of crime; suffers from a poor reputation; contains long, dead-end streets; is surrounded by a significant amount of industrial land and contains primarily poorly maintained and inadequate housing. The primary short-term goal here should be to provide minimal rehabilitation to the majority of existing residential structures. Key street connections should also be made as soon as possible to eliminate the long dead end streets. The long-term revitalization should focus on employment uses. Both the short term and long term plans are illustrated in the Illustrative Concept Plan.
- ***Olando Street Focus Area:*** Moretz Avenue defines this area to the north, Edison Street to the south, Olando Street to the east and Rachel Street to the west. It also includes the section of Olando Street between Moretz and Norris Avenues. This area is a focus area because of the fair amount of crime that occurs here. It is also a pocket of poorly maintained rental housing within a predominantly owner-occupied area of the Druid Hills neighborhood.
- ***McArthur Avenue Focus Area:*** The boundaries for this area are less defined but generally follow McArthur Avenue. This is a focus area because it is currently the location of a significant amount of crime and McArthur Avenue is a dead-end street. Improvements to Asbury Avenue will ultimately impact it as well as surrounding streets. If the park is developed on Norris Avenue, (followed by housing rehabilitation/new construction surrounding the park) then the immediate focus for the McArthur Avenue area should be to make street connections and minimize the number of dead-ends.
- ***Norris Avenue Focus Area:*** This area includes the Norris Avenue frontage between Statesville Avenue and Wells Street. If the neighborhood park is located along Norris Avenue, then the park and the immediate frontage around the park should also be included as part of the focus area. This area is a priority area because it is very visible from heavily traveled Norris Avenue and will be even more so once the new intersection with Statesville Avenue is constructed. Norris Avenue is also the physical “dividing” line between the northern and southern sections of the Druid Hills neighborhood. Sections of its frontage are anchored by stable housing and institutional uses while other sections contain deteriorating housing.

- ***Statesville Avenue Frontage:*** This area is defined by the proposed Asbury Avenue extension to the north, Norris Avenue to the south, Montreat Street to the east and Statesville Avenue to the West (a portion of the Statesville Avenue frontage area is also included in the Kohler Avenue focus area). Statesville Avenue is the “front door” for the neighborhoods within the corridor. Many sections of the Statesville Avenue frontage already offer a positive physical environment. However, many sections are in poor condition and could benefit from adjacent revitalization efforts.

## ***2.0 Specific Implementation Plans***

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Following is a description of specific implementation plans, illustrating how the Illustrative Concept Plan can be achieved.

### **2.1 Roadway Plan**

The Roadway Plan illustrates the changes in the road network that would be required to implement the Illustrative Concept Plan. These changes include proposed road removal, proposed roads and proposed road extensions.

#### ***2.1.1 Road Removal***

There is a minimum number of road removals proposed in the plan. The most significant is the section of Arden Street between Lomond Avenue and Kohler Avenue. This closure is proposed to accommodate a realignment of Arden Street that would allow for a more useable parcel of land for mixed-use development along Statesville Avenue, between Kohler Avenue and Mona Drive. The section of McArthur Avenue between Montreat Street and Statesville Avenue is also proposed for removal to accommodate the new alignment of Asbury Avenue. Removal of the section of Rodey Avenue between Isenhour Street and Poinsette Street is proposed to accommodate the new neighborhood park.

#### ***2.1.2 Proposed Roads***

Proposed roads include road realignments such as Benson Street which would be realigned and extended to connect to Kohler Avenue; Arden Street which would be realigned to connect to Woodward Avenue (a traffic rotary is shown at the new intersection of Arden Street and Kohler Avenue to create a focal point for the proposed mix of uses in this area); and Norris Avenue to connect to Statesville Avenue (based on the current Statesville Avenue improvement plans). In addition, new roads are proposed, primarily to eliminate long, uninterrupted stretches and to provide desirable connections where none currently exist. Several of these have been provided for in the J.T. Williams community (both short and long-term plans) to provide connections between Alma Court and Julia Avenue.

#### ***2.1.3 Road Extensions***

The most significant change to the roadway system is comprised of road extensions, most of which occur in the northern portion of the Druid Hills neighborhood and in the J.T. Williams community. In most instances, these extensions occur using existing right-of-ways. While there are numerous roadway extensions illustrated, the most significant include the extension of Kohler Avenue to Horne Drive; the reconnection of Orlando Street between Moretz and Norris Avenues; the potential extension of



Dearborn Street to Kohler Avenue; the extension of Jefferson Davis Street to Norris Avenue; the extension of Poinsette Street to Asbury Avenue (emergency vehicles only) and the extension of Whittington Street to Julia Avenue. As part of the detail planning for each roadway extension, CMHP and the Neighborhood Development Department will work with the community to determine the feasibility of each extension and to minimize any negative impact on the neighborhood if the extensions are made. The extension of Jefferson Davis Street to Norris Avenue could be accomplished, for example, without requiring the relocation of any existing homeowners.

Two other significant extensions are recommended for consideration, however, these would have to be evaluated carefully based on the condition of the homes that could be impacted by such extensions. These extensions, if desirable but not feasible in the short term, could be considered for long term planning. These extensions include the extension of Isenhour Street to Moretz Avenue and Orlando Street to Edison Street. The Isenhour Street extension would provide a direct connection between the new neighborhood park and the southern portion of the Druid Hills neighborhood. The Orlando Street extension would help link the new homes along Orlando and Rachel Streets to the balance of the neighborhood.

## **2.2 Proposed Land Use Plan**

The Proposed Land Use Plan illustrates changes in land use necessary for implementation of the Illustrative Concept Plan. For the most part, multi-family land uses have been eliminated from the internal areas of the Druid Hills neighborhood; the majority of the neighborhood will be characterized by single-family land uses. Multi-family land uses are provided along Statesville Avenue, however, along with mixed land uses (office, institution, open space, and retail services) to respond to the proposed transit corridor along Statesville Avenue.

The most significant change in land use occurs in the J.T. Williams community, where single-family and multi-family land uses may be replaced (long-term) by employment land uses.

Refer to the Proposed Land Use Plan that follows this section.

## **2.3 Proposed Zoning Plan**

Proposed changes in zoning necessary to implement the Illustrative Concept Plan include those that would allow for long-term employment uses in the J.T. Williams community and mixed-use development along portions of Statesville Avenue. The Proposed Zoning Plan highlights these recommended zoning districts. The most significant recommendations include the following:

### **2.3.1 Single Family Districts**

Most of the Druid Hills neighborhood will remain classified as single-family districts. The northern portion of Druid Hills will remain primarily R-8 and the southern portion will remain primarily R-5. For the most part, the plan recommends that individual lots internal to the neighborhood that are currently zoned for multi family be downzoned to the appropriate single-family district (R-5 in the south and R-8 in the north). Internal areas (those areas not directly adjacent to Statesville Avenue or Graham Avenue) that are currently zoned for single family should remain so. CMHP would apply for any down-zonings required.

### **2.3.2 Multi-Family Districts**

The plan recommends that many of the areas along Statesville Avenue be zoned as Multi-Family with the R-12MF and R-22MF district categories to accommodate higher density residential development in the form of apartment buildings, town homes, and senior housing. As stated in the Charlotte Code, "it is intended that these districts...be located near employment centers, shopping facilities, and roads capable of handling the traffic generated by higher-density development." Because Statesville Avenue is heavily traveled, and because it is planned as a transit corridor, the land adjacent to it is not appropriate for single-family development. Similarly, some of the areas along Statesville Avenue are planned for mixed-use employment districts and the close proximity of multi-family housing will be appropriate. The only "internal" area in the Druid Hills neighborhood that has been identified for potential multi-family zoning (R-12MF) is along Norris Avenue across from the proposed park. This will allow for an increased number of residential units (preferably town homes) that could face onto the park and take advantage of this amenity. In addition, town homes would minimize the need for multiple driveways along this heavily traveled street, as parking could be located behind the units with one or two common access points to Norris Avenue.

### **2.3.3 Neighborhood Services District**

Two areas have been identified as potential candidates for the Neighborhood Services District zoning category. These areas are both located on the east side of Statesville Avenue, one near the Woodward Avenue intersection and one near the Norris Avenue intersection. According to the Charlotte Code, the purpose of this district category is to: "Encourage and accommodate the development and continued existence of mixed use districts, which provide a focus for neighborhood retail and service activities. This district provides for a variety of neighborhood-oriented retail and service uses intermixed with high-density residential uses. Residential uses on the upper floor of commercial structures are strongly encouraged. Emphasis in the district is placed upon creating a pedestrian scale urban environment with strong linkages to the neighborhood and access to transit."

The area near Woodward Avenue is well suited for a pedestrian scale environment that includes some multi-family housing, senior housing, commercial services, and employment uses conveniently located near the proposed transit station. The area near Norris Avenue provides the flexibility to develop residential and/or commercial uses at this important intersection that is centrally located within the Druid Hills neighborhood.

#### ***2.3.4 Office and Business Parks Districts***

The Office and Business Parks Districts should be considered for the long-term development of the J.T. Williams Community to accommodate a variety of employment uses.

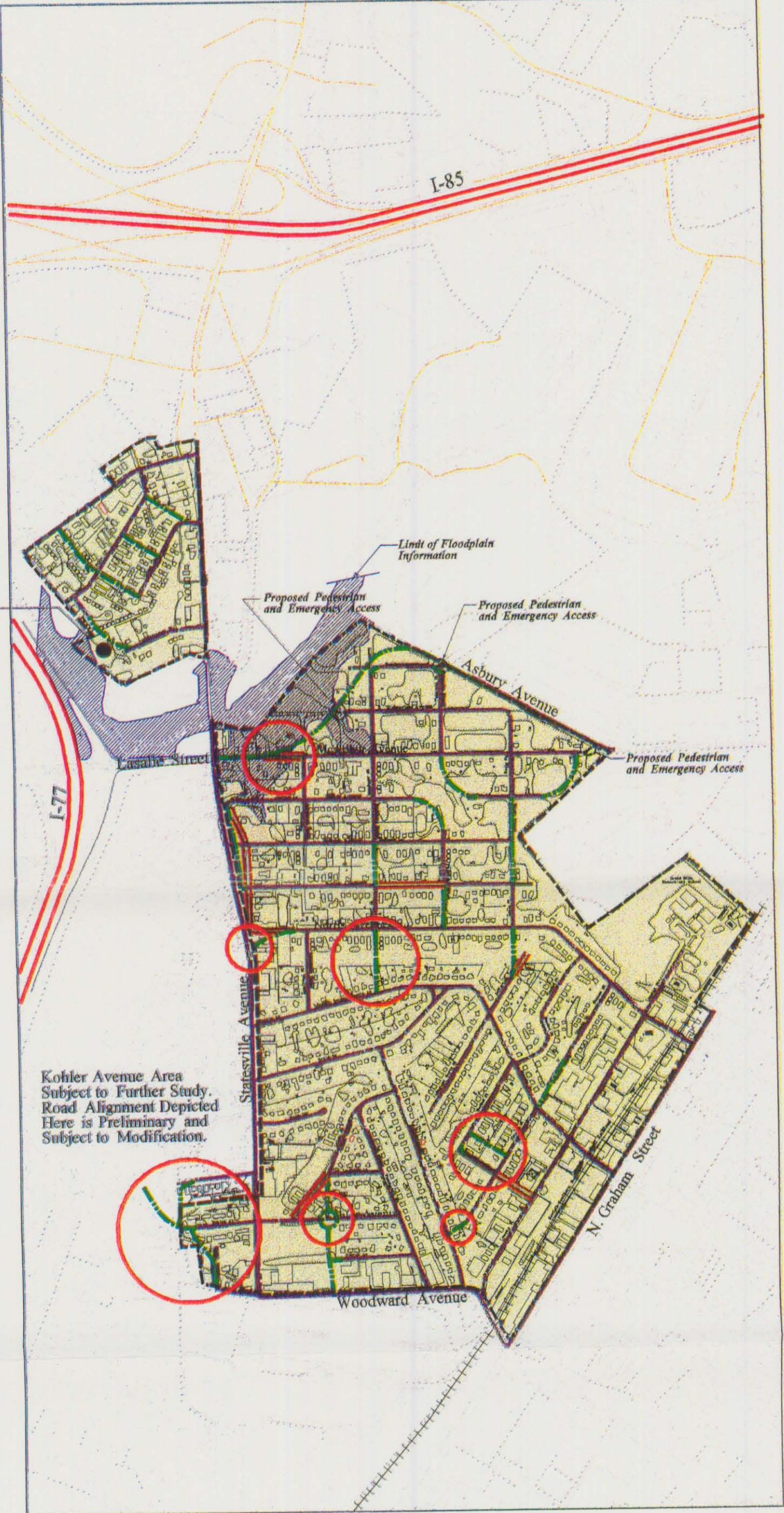
#### ***2.3.5 Pedestrian Overlay District***

The Pedestrian Overlay District *may be considered* for those areas of the corridor area plan identified as candidates for the Neighborhood Services and Multi-Family districts. As stated in the Charlotte Code, the purpose of the district is “to reestablish an urban fabric by promoting a mixture of uses in a pedestrian-oriented setting of moderate intensity. The district encourages the reuse of existing buildings that contribute to the unique character or history of the area. The standards also encourage high quality design, mixed-use development, the use of public transit, and development that complements adjacent neighborhoods.



# Key

-  Interstate Highway
-  Existing Road
-  Proposed Road Removal
-  Proposed New Roads
-  Floodplain
-  Study Area Boundary
-  Road Improvement Contingent Upon Detailed Assessment of all Properties and Structures Within the Proposed R. O.W.



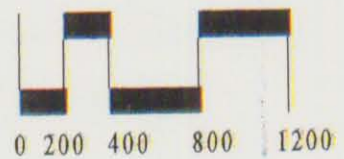
Roadway Plan

## Statesville Avenue Corridor Area Plan

Charlotte, North Carolina

Charlotte-Mecklenburg Housing Partnership, Inc  
LDR International, an HNTB Company

March 9, 2001





# Key

-  Interstate
-  Study Area Boundary
-  Flood Plain
-  Railroad

## Parcels/Land Use

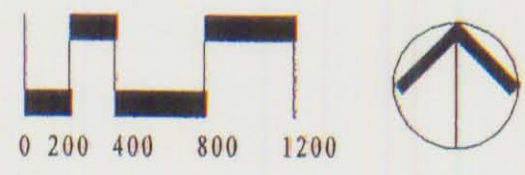
-  Single Family
-  Multi-Family Town Homes
-  Multi-family Apartments
-  Institutional
-  Commercial
-  Mixed Use
-  Office/Business Park Mix
-  Warehouse/Distribution
-  Industrial
-  Open Space
-  Office
-  Utility



Proposed Land Use Plan  
**Statesville Avenue Corridor Area Plan**  
 Charlotte, North Carolina


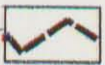

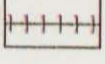
Charlotte-Mecklenburg Housing Partnership, Inc.  
 LDR International, an HNTB Company









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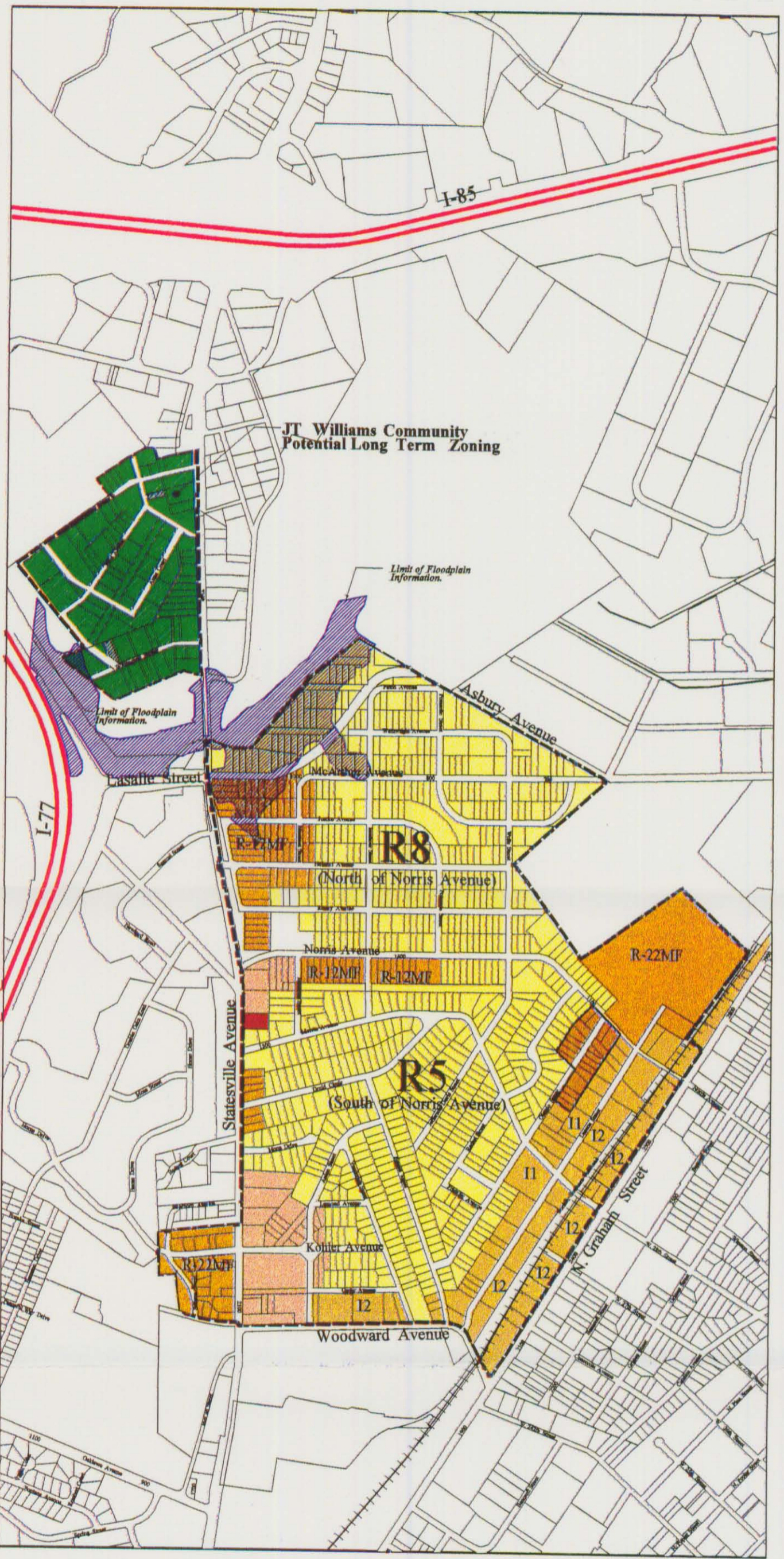


# Key

-  Interstate
-  Study Area Boundary
-  Floodplain
-  Railway

- Parcels/Zoning Districts**
-  B1 **B1/Neighborhood Business**
  -  B2 **B2/General Business**
  -  I1 **I1/Light Industry**
  -  I2 **I2/General Industry**
  -  R-22MF **R22MF/Multi-Family (22 units/acre)**
  -  R5 **R5/Detached Single Family (5units/acre)**
  -  R8 **R8/Detached Single Family (8units/acre)**
  -  R-12MF **R12MF/Attached Single Family (12units/acre)**
  -  **Neighborhood Services**
  -  **Office/Business Park**

*Note: Lot Lines Shown Are Preliminary and Do Not Necessarily Reflect Proposed Illustrative Concept Plan.*



*Proposed Zoning Plan*  
**Statesville Avenue Corridor Area Plan**  
 Charlotte, North Carolina

Charlotte-Mecklenburg Housing Partnership, Inc.  
 LDR International, an HNTB Company  
 March 9, 2001





