



Sunnyside

Pedscape & Land Use Plan



CHARLOTTE

Charlotte-Mecklenburg Planning Commission

Adopted by Charlotte City Council April 12, 2004

Volume I: *Concept Plan*

Volume II: *Implementation Plan*



Historic residential character ♦ Pedestrian-oriented ♦ Redevelopment ♦ Redesign of streets

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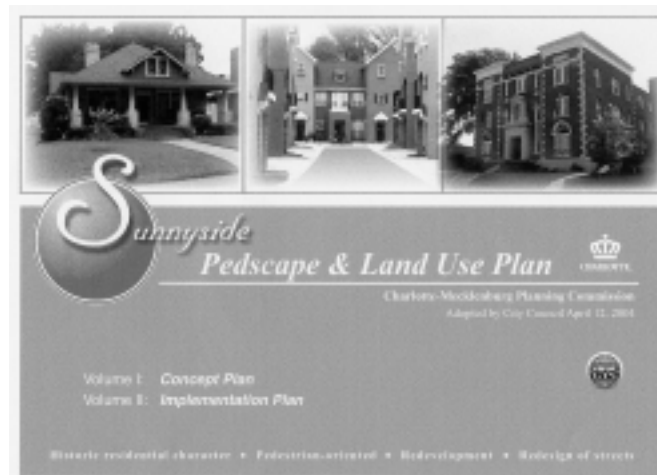
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Sunnyside Pedscape and Land Use Plan

Volume I CONCEPT PLAN



Adopted April 12, 2004 by Charlotte City Council

EXECUTIVE SUMMARY

Purpose of the Sunnyside Pedscape and Land Use Plan

This Pedscape & Land Use Plan defines the vision and the land use policy for the Sunnyside area, and shows how this vision will be achieved: first, by providing standards for private sector investment in new development and redevelopment efforts, and second by making recommendations for public sector improvements.

This Plan updates the *Central District Plan* (1993) as the land use policy for the area within the Plan boundary. This Plan is intended to:

- ▶ Serve as the future land use policy document for this area.
- ▶ Identify the ultimate curb line, as well as building setbacks and streetscape requirements for new development within the proposed Pedestrian Overlay District part of this Plan area.
- ▶ Recommend possible public investments to enhance the pedestrian environment.

Plan Development and Process

The planning process began in the Fall of 2003. Residents, property owners, business owners, developers, the Elizabeth Community Association (ECA), and an interdepartmental team of City staff including the Planning Commission, Charlotte Department of Transportation (CDOT), Charlotte Area Transit System (CATS), and Engineering were involved in the plan development process.

Three public meetings were held during the process to discuss the plan and receive feedback from the residents. Notices of all public meetings were sent to all property owners within the study area, as well as the representative of surrounding neighborhood organizations, and others indicating an interest in the area. In addition, the owners of property for which the plan recommended a rezoning were notified as such and encouraged to be involved in the plan review and adoption process.

Description of the Plan Boundary and Pedestrian Overlay District (PED)

- **Pedscape & Land Use Boundary and Pedestrian Overlay District (PED):** The Pedscape & Land Use Plan boundary encompasses 22.7 acres. The area is located east of Louise Avenue, north of Independence Boulevard, west of the CSX railroad right-of-way, and south of the parcels that front

Central Avenue within the *Plaza-Central Pedscape Plan* (2003). **Refer to Map 1 (page 4).**

A portion of this Plan area, consisting of parcels along Hawthorne Lane and Sunnyside Avenue east to the CSX railroad right-of-way, is recommended to be rezoned for the Pedestrian Overlay District (PED). **Refer to Map 1 (page 4).** This area was identified as appropriate for PED since the existing land use is primarily a mix of higher density residential, retail, and industrial. An overlay district superimposes additional or alternative development and urban design standards on the basic underlying zoning. In general, the overlay district does not alter the uses allowed in the underlying zoning districts. The basic PED overlay district requirements include a set of development and design standards that apply to all areas where this new overlay is applied. The PED overlay district is applied through the normal rezoning process.

- **Existing Land Use and Zoning:** The majority of parcels within the Plan boundary are zoned R-22MF (14.3 acres or 63%), B-1 (4.7 acres or 21%), and I-2 (2.8 acres or 12%). There are smaller areas zoned UR-2 (.6 acres or 3%) and O-2 (.3 or 1%). **Refer to Map 2 (page 6).**
- **Existing Land Use:** The predominant land use within the Plan boundary is residential, consisting of a mixture of single and multi-family homes. In addition, other major land uses within the area include office (Metrolina Association for the Blind), commercial (Party Reflections), and industrial

(Mechanical Contractors and Renfrow Tile). These non-residential land uses are located along Louise and Lamar Avenues, Independence Boulevard, and CSX railroad right-of-way. **Refer to Map 3 (page 9).**

- **Adopted Land Use Plan (*Central District Plan*):** The *Central District Plan* (1993) is the adopted land use policy document that includes the Sunnyside area. In general, the *Central District Plan* recommended multi-family development for the western part of the study area and commercial development for the eastern part of the study area. **Refer to Map 4 (page 10).** This Pedscape & Land Use Plan updates these land use recommendations.

Vision for Sunnyside Area

The overall vision is to preserve the existing residential core for the western half of the area and create a well-designed mix of residential and office land uses for the eastern half of the area. In addition, the area will contain new pedestrian amenities and help support existing and future transit initiatives.

Future Land Uses

The Pedscape & Land Use Plan recommends several changes to land uses in the *Central District Plan*. **Refer to Map 5 (page 18).** Many of these changes were recommended to make the adopted future land use consistent with existing land uses and/or current zoning. Other changes were recommended to carry out

the intent of the PED overlay district. The recommended changes are intended to realize the vision set forth for the Sunnyside area.

The Plan recommends preserving the existing residential character of the parcels outside the PED overlay district by changing the recommended residential land use density from 22 dwelling units per acre (DUA) to 8 DUA. In addition, the future land use of the existing apartment building located on Louise Avenue at the northwest corner of the study area is recommended to change from multi-family to residential up to 22 DUA. The future land use of the adjacent property, now occupied by an office building, is also recommended to be changed from multi-family to residential up to 22 DUA and/or office.

The allowed residential density within the PED overlay district will be determined by the height of the structure and distance from property used and/or zoned for residential purposes. The base height for PED is 40 feet.

Residential development or a mixture of residential and/or office is recommended southeast of Hawthorne Lane and Sunnyside Avenue and east of Lamar Avenue to the CSX railroad right-of-way.

The *General Development Policies* (2003) for residential development and the *Transit Station Area Principles* (2001) provide urban design guidance for future development and redevelopment outside the PED overlay district. PED requirements provide design guidance within the overlay district.

Streetscape Development Standards and Street Cross-Sections

The standards in this section supplement the requirements in the Zoning Ordinance for PED overlay district. The Streetscape Development Standards are requirements for development that will primarily be the responsibility of private developers or private landowners to implement as property in the PED overlay district is redeveloped or improved. The Streetscape Development Standards will complement pedestrian improvements through the design of future street cross-sections.

A summary of the street cross-sections and required setbacks are outlined in **Table 1**.

Additional Streetscape and Pedestrian Improvements

- **Public roadway improvements within PED overlay district:** Improvements include restriping Hawthorne Lane, on a temporary basis, to mirror Street Cross-Section 3 (Streetcar Connector). Pedestrian refuge areas are recommended for Hawthorne Lane in the vicinity of Sunnyside Avenue.
- **Public roadway improvements outside PED overlay district along Sunnyside Avenue:** Continuous sidewalks and curbs are recommended. In particular, street improvement recommendations include Street Cross-Section 1 (Village Residential Connector) from the end of the PED overlay district to Oakland Avenue to transition from the higher intensity development within the PED overlay district. The remainder of

Sunnyside Avenue to Louise Avenue should continue this transition by implementing Street Cross-Section 2 (Village Edge). Additional streetscape and pedestrian improvements should be evaluated for Sunnyside Avenue west of Louise Avenue to complete this transition as part of the capital improvements for implementation of the *Belmont Area Revitalization Plan*.

- **Continuation of bike lanes along Hawthorne Lane to Central Avenue:** The proposed bike lanes along Hawthorne Lane are recommended to extend to Central Avenue contingent upon

available space at the intersection and future streetcar alignment.

- **Street trees within public right-of-way:** Street trees should be planted within the public right-of-way where there are opportunities for new or replacement trees outside the PED overlay district.
- **Pedestrian-scale lighting:** Pedestrian-scale lighting should be installed with priority given to areas of highest pedestrian and redevelopment activity within the PED overlay district.

Table 1: Summary of Street Cross-Section Features			
	Cross-Section 1 Village Residential Connector SUNNYSIDE AVENUE	Cross-Section 2 Village Edge LAMAR AVENUE	Cross-Section 3 Streetcar Connector HAWTHORNE LANE
Existing Right-of-Way (no changes)	50 feet	50 feet	69 feet - 77feet
Existing Roadway Curblines (curb-to-curb)	23 feet - 31 feet	30 feet	42 feet - 44 feet
Revised Roadway Curblines (curb-to-curb)	22 feet (22 foot roadway, including 4 feet of curb and gutter)	Unchanged	Unchanged
On-Street Parking	Optional recessed parking replaces 8 ft planting strip (maximum 4 spaces long)	Unchanged	Optional recessed parking replaces 8 ft planting strip (maximum 4 spaces long)
Minimum Building Setback (from back of curb)	24 feet - roadway curb 16 feet - recessed parking curb	20 feet - roadway curb	29 feet -- roadway curb 20 feet -- recessed parking curb
Sidewalk	6 feet	6 feet	8 feet
Tree Planting (30 foot interval)	8 foot planting strip at curb and/or planting behind sidewalk	8 foot planting strip at curb and/or planting behind sidewalk	9 foot planting strip at curb and/or planting behind sidewalk
Designated Bike Lanes	None	None	4 feet

EXECUTIVE SUMMARY

- **Benches and trashcans:** The City of Charlotte should install public benches and trashcans in appropriate high-pedestrian traffic locations within the PED overlay district, particularly on Hawthorne Lane.
- **Pedestrian crossing over the CSX railroad right-of-way:** In the long-term, a pedestrian crossing should be considered to increase pedestrian connectivity between the Sunnyside

area and proposed Rapid Transit Station at Independence Boulevard and Pecan Avenue. This should be considered in future transit planning initiatives.

- **Utility line consolidation/relocation:** In the long term, relocating overhead utility lines to alleys or underground is recommended as a higher priority for Hawthorne Lane and lower priority for Sunnyside and Lamar Avenues.

INTRODUCTION

1. Description of Area

The Sunnyside area is located east of Louise Avenue, north of Independence Boulevard, west of the CSX railroad right-of-way, and south of the parcels that front Central Avenue within the *Plaza-Central Pedscape Plan*. **(Please refer to Map 1, page 4.)**

The Sunnyside area is part of the Elizabeth neighborhood, which was one of the first suburbs developed in Charlotte originating with the establishment of the old Elizabeth College on the site of the present day Presbyterian Hospital in 1897. Because portions of Elizabeth were developed in the pre-automobile era, it has fundamental elements that contribute to pedestrian scale and orientation. Such elements include an extensive network of streets, grand trees, short blocks, mix of housing types, services, business, and open space in a compact setting that allows for pedestrian mobility.

In the 1980s, Independence Boulevard was reconstructed as an expressway. This physically detached the Sunnyside area from the rest of the Elizabeth neighborhood and old Independence Boulevard. A vehicular and pedestrian bridge along Hawthorne Lane was constructed over Independence Boulevard that serves as the only connection between the Sunnyside area and the rest of the Elizabeth neighborhood.

A number of planning initiatives have taken place in the Sunnyside area and adjoining areas over the past several years:



Homes on Sunnyside Avenue

- In 1985, The *Elizabeth Small Area Plan*, which includes Sunnyside and the remainder of the Elizabeth neighborhood, proposed that the current alignment of Hawthorne Lane be maintained with the design of an overpass at Independence Boulevard. The design included vehicular, pedestrian, and bicycle linkages and included aesthetic landscaping.
- In 1987, the *Plaza-Central Business District Plan*, which includes the area along Central Avenue just north of the Sunnyside area, proposed ambitious pedestrian-oriented redevelopment along Central Avenue in a superblock pattern. A companion *Plaza-Central Special Project Plan*, which summarized the Business District Plan, was adopted by City Council in November 1987.
- In 1993, the *Central District Plan* proposed multi-family and commercial land uses for the Sunnyside area. The Plan did not specify residential densities or provide design guidelines.

- In 1998, the *Plaza-Central Revitalization Study* included a series of design charrettes by outside consultants. It is a vision plan that recommends redeveloping the Party Reflections, Renfrow Tile, and Mechanical Contractors properties into townhomes. This vision plan was not adopted by City Council.
- As part of the adoption process of the *Belmont Area Revitalization Plan* in May 2003, City Council directed Planning Commission staff to amend the adopted land use within the Central District Plan for the Sunnyside area. This directive primarily resulted from the recognition of inconsistencies between existing land uses and zoning within the Sunnyside area.
- In November 2003, the *Plaza-Central Pedscape Plan* was adopted which covers an area just north and east of the Sunnyside area.

2. Pedscape & Land Use Plan and PED Overlay District

The City of Charlotte is placing renewed emphasis on providing a wider range of transportation choices and development forms to improve livability by turning attention back toward pedestrians, and creating spaces that serve them. Provision of public improvements for pedestrians is one way the City can invest in its neighborhoods and leverage additional private investment.

Overlay Districts

Charlotte's Zoning Ordinance contains over 30 different zoning districts, each of which has its own regulations and requirements.

Purpose of this "Pedscape & Land Use Plan"

- ▶ It is the future land use plan for the Sunnyside area. As such, it updates the *Central District Plan* (1993) as the land use policy plan for the area.
- ▶ It defines an "ultimate" curbline for the streets, and appropriate building setbacks and streetscape requirements (such as sidewalks and tree planting) for new development from that curbline in the area recommended for rezoning to the Pedestrian Overlay District (PED).
- ▶ It includes recommendations for possible public investments to enhance the pedestrian environment.

In addition, the Zoning Ordinance contains various overlay districts, such as the Mountain Island Lake Watershed Overlay District, Manufactured Home Overlay District, and Historic Overlay District.

An overlay district superimposes additional or alternative development and urban design standards on the basic underlying zoning. In general, the overlay district does not alter the uses allowed in the underlying zoning districts.

An overlay district is a useful tool when there are a variety of zoning districts in an area. For example, the Sunnyside area currently has five base zoning districts, each with differing front, side, and rear setback requirements. An overlay district can override the varying base zone setbacks with one set of requirements, thereby requiring new development to be built in a more unified manner.

Pedestrian Overlay District

Charlotte City Council adopted the Pedestrian Overlay District (referred to as “PED”) in March 2000 to create and protect livable, walkable Charlotte neighborhoods.

The purpose of the PED overlay district is to re-establish 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.

Before any area can be included in a PED overlay district, the Charlotte Zoning Ordinance states that a Streetscape Plan (referred to as a “Pedscape & Land Use Plan” in this document) must be developed with specific boundaries, and adopted by the Charlotte City Council.

The Pedscape & Land Use Plan is a concept plan, and does not in itself rezone property. Once it is adopted, the area can be rezoned to include the PED overlay district through the normal rezoning process, with individual property owners receiving notifications of all public meetings regarding the rezoning.

The basic PED overlay district requirements include a set of development and design standards that apply to all areas where the overlay is applied. However, each area also has unique characteristics that cannot be addressed by common standards. These characteristics include setbacks and streetscape requirements. These are specified in the Pedscape Plan for the particular area.



PED encourages redevelopment, like these townhomes along Hawthorne Lane.

The Sunnyside area is one of several neighborhoods in Charlotte where the PED overlay district has been considered. The *East Boulevard Pedscape Plan* (2002) was the first Pedscape Plan. This Plan has been adopted and the area has been rezoned as PED overlay district. The *Plaza-Central Pedscape Plan* (2003) was the second Pedscape Plan. This Plan also has been adopted and the area has been rezoned as a PED overlay district. In addition, corrective rezonings have been approved for the area. **Refer to Map 1 on page 4** for the Sunnyside Pedscape & Land Use and proposed PED overlay boundaries.

Map 1: Sunnyside Pedscape & Land Use Plan Boundary



EXISTING CONDITIONS

1. Description of Plan Boundary and PED Overlay District

Map 1, on the facing page, illustrates the property that is included in the Sunnyside Pedscape & Land Use Plan.

The Plan Area includes approximately 22.7 acres. The area is located east of Louise Avenue, north of Independence Boulevard, west of the CSX railroad right-of-way, and south of the parcels that front Central Avenue within the *Plaza-Central Pedscape Plan*.

A PED overlay district is recommended for part of the Plan area as illustrated on **Map 1, page 4**. An overlay district superimposes additional or alternative development and urban design standards on the basic underlying zoning. In general, the overlay district does not alter the uses allowed in the underlying zoning districts. The basic PED requirements include a set of development and design standards that apply to all areas where the overlay is applied. However, each area has unique characteristics such as setbacks and streetscape requirements that cannot be addressed by common standards. These are therefore specified in the Plan.

*Total acreage excludes public-right-of-way
 Note: summary of existing zoning districts is on page 7

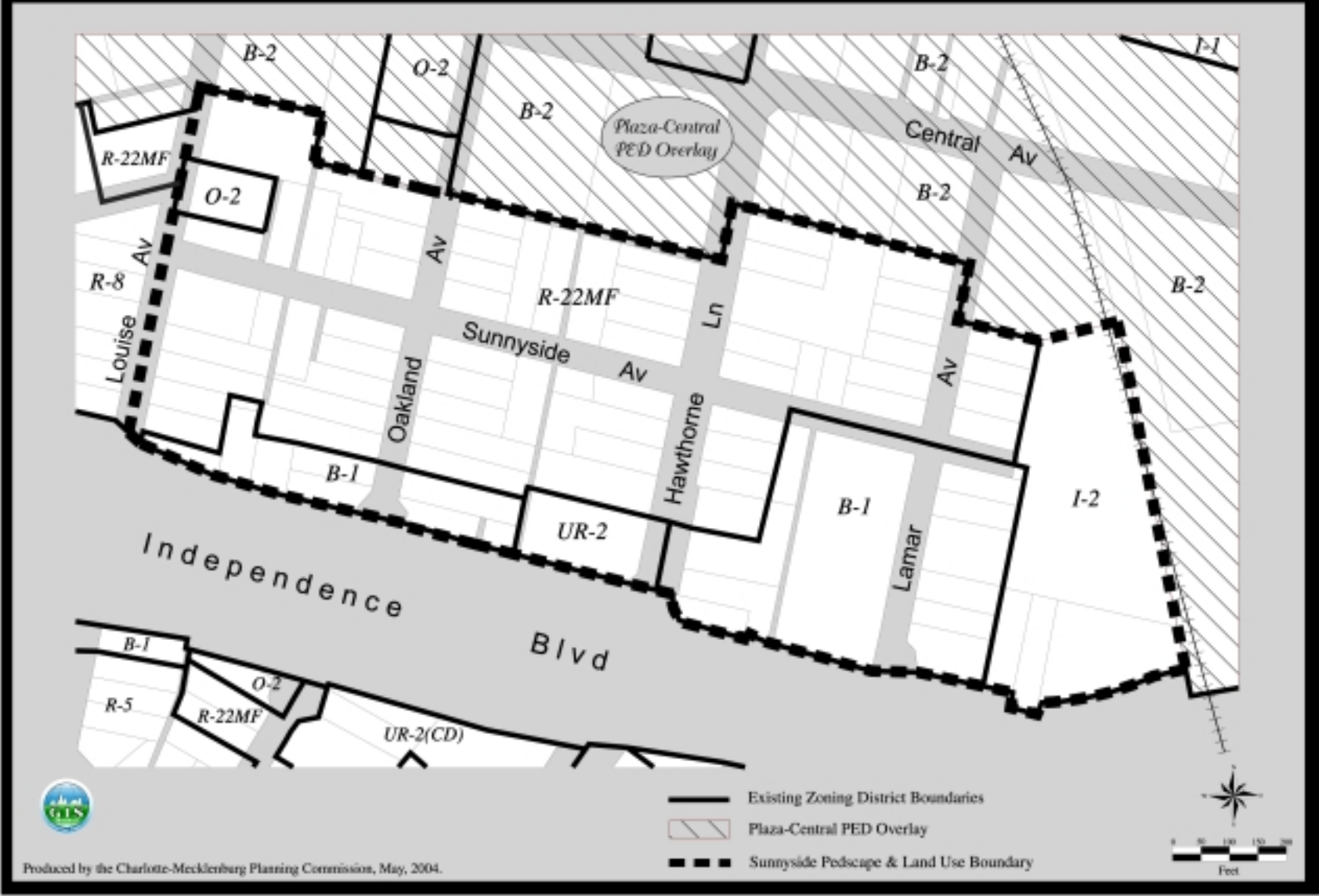
2. Existing Zoning

Zoning regulates how land may be used and the form of development that may be allowed on a given piece of property.

Map 2 on page 6, and Table 2 (below) illustrate that a majority and core of properties within the Pedscape and Land Use Plan boundary are zoned R-22MF. Parcels along Independence Boulevard and the CSX railroad right-of-way are zoned B-1, UR-2 and I-2. In addition, a parcel along Louise Avenue is zoned O-2.

Table 2: Existing Zoning			
Zoning District	Acreage*	Pct. of Total Study Area	Existing Land Uses
R-22MF	14.3 acres	63%	Single & Multi-Family Homes & Vacant
UR-2	0.6 acres	3%	Multi-Family Homes
O-2	0.3 acres	1%	Office Building
B-1	4.7 acres	21%	Commercial, Single & Multi-Family Homes & Vacant
I-2	2.8 acres	12%	Warehouse, Outdoor Storage & Office
Total	22.7 acres	100%	

Map 2: Sunnyside Pedscape & Land Use Plan - Existing Zoning



Produced by the Charlotte-Mecklenburg Planning Commission, May, 2004.

The following is a summary of the existing zoning within the Sunnyside area:

- **R-22MF: Multi-Family Residential** zoning is intended to protect and promote development of a variety of housing types, including apartments, condominiums, and other forms of attached housing, at densities up to 22 units per acre.
- **UR-2: Urban Residential-2** zoning is intended to promote maximum opportunities for moderate density residential development that encourages pedestrian activities and movement, while recognizing the limited supply of urban land.
- **O-2: Office** zoning is intended to provide areas for offices, institutions, and commercial activities not involving the sale of merchandise. Single and multi-family residential uses up to 22 dwelling units per acre and maximum floor area ratio for nonresidential uses of 1.0 are allowed.
- **B-1: Neighborhood Business** zoning is intended to provide business centers for the retailing and professional services that are intended for the convenience of nearby residential areas. Single and multi-family residential uses up to 22 dwelling units per acre are also allowed.
- **I-2: General Industrial** zoning is intended to create and protect wholesaling and industrial areas for manufacturing, distribution, transportation, and a broad variety of specialized industrial operations. Office and retail uses are allowed, but residential uses are not permitted.



The existing apartment building on Louise Avenue contributes to the history of the area.

Industrial uses account for 19 percent of the land area in Sunnyside.



3. Existing Land Use

Map 3, on page 9, and Table 3 illustrate the existing land uses of properties in the Sunnyside Pedscape & Land Use Plan area. The current land use is the way in which a given property is actually developed. Because of historical circumstances, this may differ from what is proposed in the land use plan or the use for which a property is zoned. Current land uses and their location help determine the character of the area and influence the type of land uses that may be appropriate in the future.

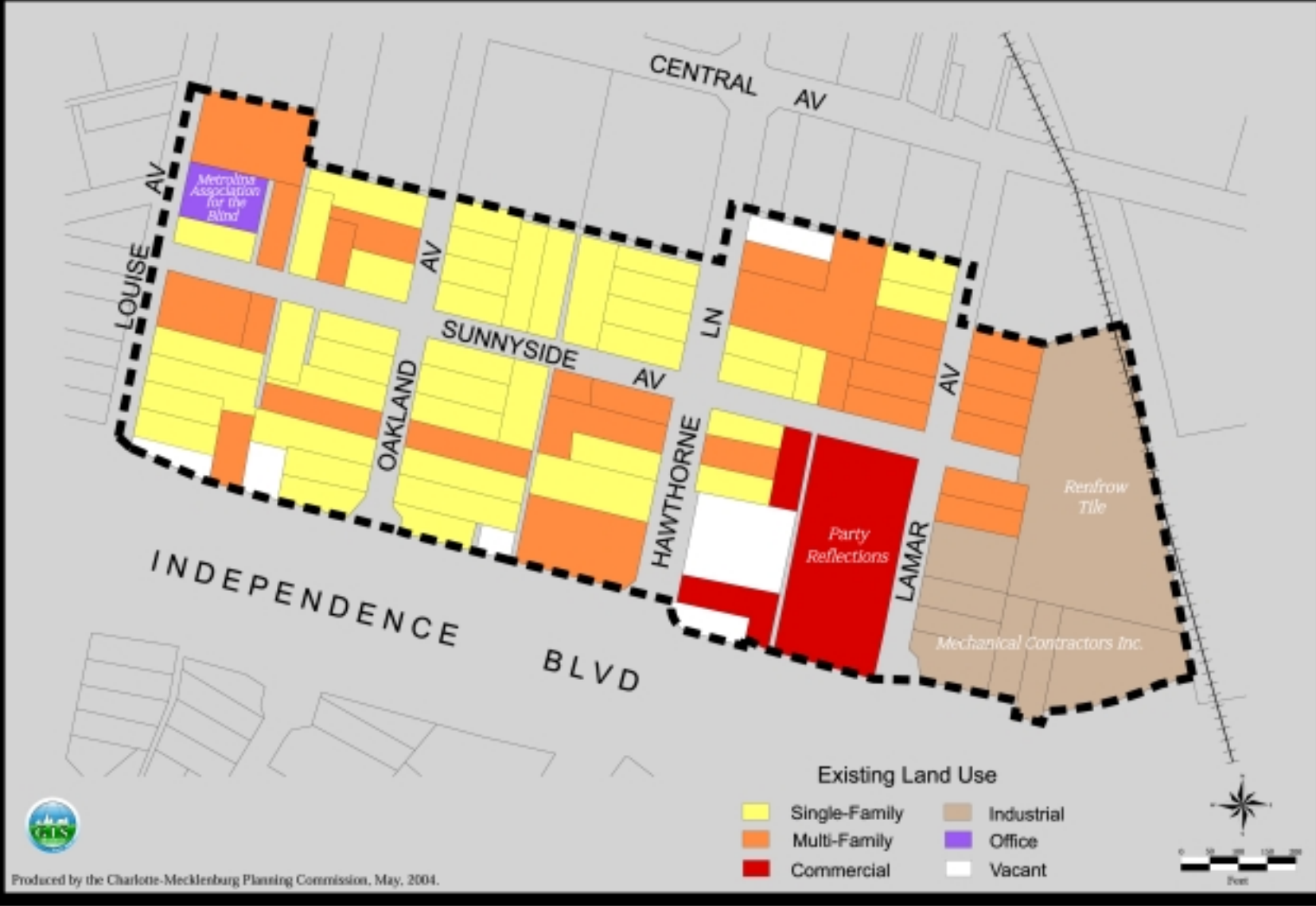


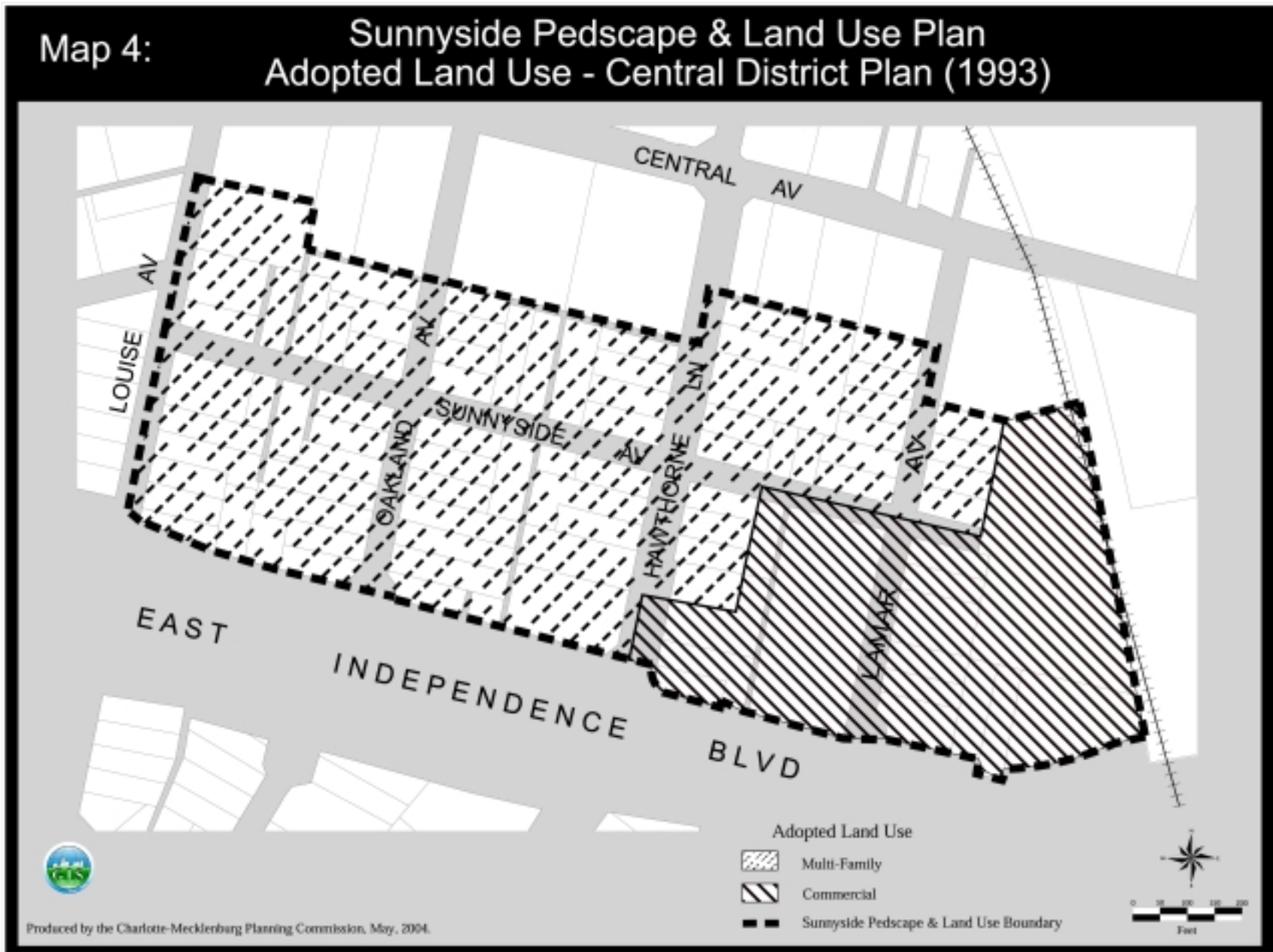
The Sunnyside area is predominantly single-family.

Table 3: Existing Land Use		
Land Use	Acreage	Percent of Total Land Area
Single-Family	9.0 acres	39.7%
Multi-Family	6.0 acres	26.4%
Industrial	4.4 acres	19.3%
Commercial	2.0 acres	8.9%
Vacant	1.0 acres	4.4%
Office	0.3 acres	1.3%
Total	22.7 acres	100%

The predominant land use in the Sunnyside area is residential, consisting of single and multi-family homes. In addition, other major land users include industrial (Mechanical Contractors and Renfrow Tile), commercial (Party Reflections), and office (Metro-lina Association for the Blind). These non-residential land uses are located along Louise and Lamar Avenues, Independence Boulevard, and the CSX railroad right-of-way.

Map 3: Sunnyside Pedscape & Land Use Plan - Existing Land Use





4. Adopted Land Use

The *Central District Plan* was the adopted land use policy document for the Sunnyside area (**please refer to Map 4, page 10**). The Plan recommended multi-family development for the western part of the study area and commercial development for the eastern part of the study area. The Plan did not specify residential densities or provide design guidelines for the Sunnyside area. The *Pedscape & Land Use Plan* updates the *Central District Plan* as the adopted land use policy document for the Sunnyside area as discussed in Part III of this document.

5. Transportation System

Street Network

The Sunnyside street network is truncated by the CSX railroad right-of-way and Independence Boulevard. The area is mainly accessible



Traffic circle in Sunnyside

from Central Avenue to the north via Hawthorne Lane, Louise Avenue, Oakland Avenue, and Lamar Avenue. In addition, the area is accessible from 7th Street to the south via Hawthorne Lane.

Hawthorne Lane is the only north/south connector between Central Avenue and 7th Street within the study area. Sunnyside Avenue is the only east/west connector between Louise and Lamar Avenues within the Plan area.

Street Classification

The Mecklenburg-Union Metropolitan Planning Organization (MUMPO) classifies streets within the region in its official *Thoroughfare Plan*.

- *Major thoroughfares* are primary traffic arteries. Their main function is to accommodate large volumes of traffic at moderate speeds and provide access to major commercial, residential, and institutional land uses. Hawthorne Lane south of Central Avenue is classified as a major thoroughfare.
- *Local streets* are two-lane roadways that provide access to individual properties. They are primarily intended for low volume traffic at low speeds, and generally are not intended as access to schools, large parks, public facilities, or other high-volume destinations. Louise, Oakland, and Lamar Avenues south of Central Avenue are classified as local streets. In addition, Sunnyside Avenue between Louise and Lamar Avenues is also classified as a local street.

Traffic Volumes

Traffic volume trends in the Sunnyside area clearly indicate that Hawthorne Lane is the heaviest traveled road in the study area. The Charlotte Department of Transportation (CDOT) measures traffic volumes on roads throughout the city on a rotating basis. Traffic volumes are measured for a 48-hour time period and are averaged to give an indication of the number of vehicles that travel on a section of road during a given day. **Table 4**, below, illustrates the latest traffic volume counts for certain streets and segments within the study area.

Table 4: Traffic Volumes	
Traffic Count Location	Average Daily Traffic Volume (Year)
Hawthorne Lane south of Central Ave	13,200 (2002) / 9,500 (2003)
Sunnyside Ave east of Louise Ave	1,100 (2001)
Sunnyside Ave east of Oakland Ave	1,000 (2001)

Pedestrian Facilities and Activity

Observation and input from area residents and business owners indicate that Hawthorne Lane is the area of greatest pedestrian activity because of its connection to the businesses on Central Avenue and 7th Street. Residents of the Sunnyside area often access these businesses on foot. Key features of the existing pedestrian environment in the Sunnyside area include:

- *Sidewalks and Curbs:* Sidewalks and curbs exist throughout much of the Sunnyside area; however, there are extensive gaps on both north and south sides of Sunnyside Avenue. Where sidewalks exist, they are generally 4 feet to 5 feet wide.
- *Planting Strips:* Landscaped areas between the sidewalk and curb are intended to provide places for tree planting and to give pedestrians extra distance from vehicle travel lanes. Where they exist, the landscaped areas along Hawthorne Lane vary in width up to 5 feet. The remaining streets have landscaped areas averaging in width from 3.5 feet to 5 feet.
- *ADA/Curb Ramps:* Curb ramps exist at all intersections in the Sunnyside Avenue area.

Citizens who participated in the Sunnyside Plan process indicated that the difficulty in crossing Hawthorne Lane at Sunnyside Avenue is one of the major problems with the pedestrian environment in the area. In this portion of Hawthorne Lane, there are no designated crosswalks, sight distance is limited at the vehicular and pedestrian bridge, and vehicular speed is a concern.

Bicycle Facilities

There are currently no specific bicycle facilities on the roads in the Sunnyside area. Hawthorne Lane is rated as “advanced” on the Mecklenburg/Union Metropolitan Planning Organization’s *Bicycle Suitability Map*, indicating that it would require more experience for a bicyclist to safely share the road with motorists.

The *Plaza-Central Pedscape Plan* recommends a 4-foot future bike lane option on one (1) side of Central Avenue that ultimately intersects with Hawthorne Lane. The *Charlotte-Mecklenburg Bicycle Transportation Plan* recommends bike lanes on Commonwealth Avenue, just outside the Sunnyside Plan area.

The *Bicycle Transportation Plan* also recommends that bicycle facilities (bicycle lanes or wide outside lanes) be included in plans for future road improvements, where possible and appropriate.

Pedestrian and Bicycle Safety

Recent Charlotte Department of Transportation (CDOT) crash statistics indicate that the Sunnyside area is relatively safe for pedestrians and bicycles. No pedestrian or bicycle crashes involving motor vehicles had been reported in the area between January 2000 and June 2003.

Transit Service

Three Charlotte Area Transit System (CATS) bus routes provide service to the Sunnyside area:

- **Route 9** (Central Avenue) travels from Uptown along Central Avenue, past Eastland Mall, to Albemarle Road to the Lawyers/Harris/Idlewild area. It runs about 6 times per hour in each direction, and at less than 5-minute intervals during rush hour. This route averages 112,514 riders per month (the highest ridership of all 35 local bus routes).



The Sunnyside residential area includes existing sidewalks.

- **Route 17** (Commonwealth Avenue) travels from Uptown along Central Avenue, at Thomas Avenue shifting onto Commonwealth Avenue, and finally on Independence Boulevard to Sardis Road North. It runs about twice per hour. This route averages 36,619 riders per month (11th in ridership in the system).
- **Route 39** (UNC Charlotte/Uptown) travels from Uptown along Trade Street to Presbyterian Hospital; then along Hawthorne Lane to Central Avenue to Eastway Drive, and finally to UNC Charlotte. It runs about once to twice per hour. This route averages 31,868 riders per month (16th in ridership in the system).

Rapid Transit

Charlotte-Mecklenburg has recently completed four rapid transit corridor studies, referred to as Major Investment Studies (MIS). The MIS process began in May of 2000 and involved a comprehensive review of potential rapid transit alternatives (i.e. what the mode of transit will be and what route it will take) and extensive public involvement.

The Sunnyside area is located in the Southeast Transit Corridor. The Southeast Transit Corridor extends approximately 13 miles from Center City Charlotte to the Mecklenburg/Union County border. The first 10 miles are in the City of Charlotte while a portion of the remaining 3 miles is in the Town of Matthews. Both Bus Rapid

Transit (BRT) and streetcar services are recommended to serve this corridor. However, CATS will continue to explore Light Rail (LRT) service as an alternative to BRT during the next phase of study.

According to *CATS Corridor System Plan (2002)*, BRT or LRT would operate along Trade Street in Center City to Elizabeth Avenue to Independence Boulevard. At Krefeld Drive in the Crown Point area, the alignment would shift from Independence Boulevard over to the “Midline” alignment along the future Independence Point Parkway to Matthews and would end at CPCC South, providing 13 stations - **including a proposed station at Pecan Avenue and Independence Boulevard within ½ mile of the entire Sunnyside area.**

The project includes special ramps and overpasses to enable buses and passengers from surrounding communities to access the BRT/LRT guideway and stations as well as enabling stations to be located close to major attractions.

The BRT/LRT guideway provides high-speed rapid transit for commuter trips destined to Center City Charlotte and connections to other corridors along Trade Street. The BRT/LRT line also serves intra-corridor trips to the many attractions and institutions along the Southeast Corridor.

To complement the BRT line, the Trade Street Streetcar would be extended through the Sunnyside area along Hawthorne Lane and Central Avenue, the region’s busiest bus corridor, to Eastland Mall.



The proposed streetcar would run through Sunnyside on Hawthorne Lane, connecting the neighborhood to Uptown and Eastland Mall.

VISION AND RECOMMENDATIONS

1. Vision for Sunnyside Area

The overall vision is to preserve the existing residential core for the western half of the area and create a well-designed mix of residential and office land uses for the eastern half of the area. In addition, the area will contain new pedestrian amenities and help support existing and future transit initiatives.

The approach to the vision is:

- ▶ **Preserve the existing residential core** located outside the PED overlay district.
- ▶ **Establish a more urban fabric** within the PED overlay district by promoting a mixture of residential and office land uses in a pedestrian-oriented setting of moderate intensity.
- ▶ **Promote new development and redevelopment** for this entire area **to enhance** the human scale and fabric of the area.

The following elements further articulate the vision of the area:

- **A range of transportation choices** and safe environment for pedestrians will result from future improved sidewalks, safer street crossings, traffic calming, increased on-street parking,

future connectivity to the proposed Rapid Transit Station, and potential future streetcar stops.

- **A variety of pedestrian oriented building types** will honor the historic fabric. Entrances will be from sidewalks rather than from parking lots. New development and redevelopment will include low-rise and mid-rise buildings, higher-density housing, and integrated office space.
- **Aesthetic improvements and new amenities** will enhance the pedestrian environment.
- **Trees and pedestrian activity** will define the area.



The vision is to establish a more urban fabric and promote new development and redevelopment.

2. Adopted Land Use and Urban Design

The Sunnyside Pedscape & Land Use Plan makes several changes to land uses in the *Central District Plan*. These changes are intended to help achieve the vision set forth for the Sunnyside area. The changes are outlined below and correspond to the circled numbers noted on **Map 5 (page 18)**. In addition, a land use summary is given in **Table 5**.

The *General Development Policies* (2003) for residential development and the *Transit Station Area Principles* (2001) provide urban design guidance for future development and redevelopment outside the PED overlay district. PED requirements provide design guidance within the overlay district.

► **Area 1 – Land Use: Residential up to 22 DUA**

Change the Central District Plan from Multi-Family to Residential up to 22 DUA.

Currently, a 36-unit apartment building constructed in 1920 occupies Area 1. The area is zoned R-22MF and the *Central District Plan* recommended multi-family. This area is appropriate for higher density residential development given its existing use, proximity to Central Avenue, and adjacent multi-family. Residential up to 22 DUA is also supportive of future plans for rapid transit in this area.

► **Area 2 – Land Use: Residential up to 22 DUA and/or Office**

Change the Central District Plan from Multi-Family to Residential up to 22 DUA and/or Office land uses.

Currently, an office building constructed in 1967 occupies Area 2. The area is zoned O-2 and the *Central District Plan* recommended multi-family. This area is appropriate for residential and/or office development given its current use, proximity to Central Avenue, and location adjacent to multi-family.



Metrolina Association for the Blind office building occupies Area 2.

► **Area 3 – Land Use: Residential up to 8 DUA**

Change the Central District Plan from Multi-Family to Residential up to 8 DUA.

Currently, a mixture of single and multi-family homes constructed between the 1920s and 1940s occupy Area 3. The area is zoned R-22MF and B-1 and the *Central District Plan* recommended multi-family. This area is appropriate for 8 DUA to preserve the single-family character and offer redevelopment flexibility for existing multi-family dwellings.

In addition, the *Belmont Area Revitalization Plan* recommends a reduction in residential density from 22 DUA to 8 DUA in the area located directly west of Louise Avenue and along Sunnyside Avenue. As part of the implementation process in 2004, a rezoning from R-22MF to R-8 was approved for this portion of Belmont Plan area.

► **Area 4 – Land Use: Residential per PED**

Change the Central District Plan from Multi-Family to Residential in accordance with PED requirements.

Currently, a mixture of single and multi-family homes constructed between the 1920s and 1940s occupy Area 4. In addition, a vacant gas station at Hawthorne Lane and Independence Boulevard was demolished in 2000 and redeveloped as a multi-family project with a residential density of approximately 34 DUA. This site was rezoned from B-1 to UR-2.

Area 4 is zoned R-22MF and UR-2 and the *Central District Plan* recommended multi-family. Residential in accordance with PED requirements is consistent with current zoning and is supportive of future plans for rapid transit in this area. It is also consistent with the multi-family redevelopment efforts occurring along Hawthorne Lane between Central Avenue and 7th Street.

► **Area 5 – Land Use: Residential and/or Office per PED**

Change the Central District Plan from Multi-Family and Commercial to a mix of Residential and/or Office, in accordance with PED requirements.

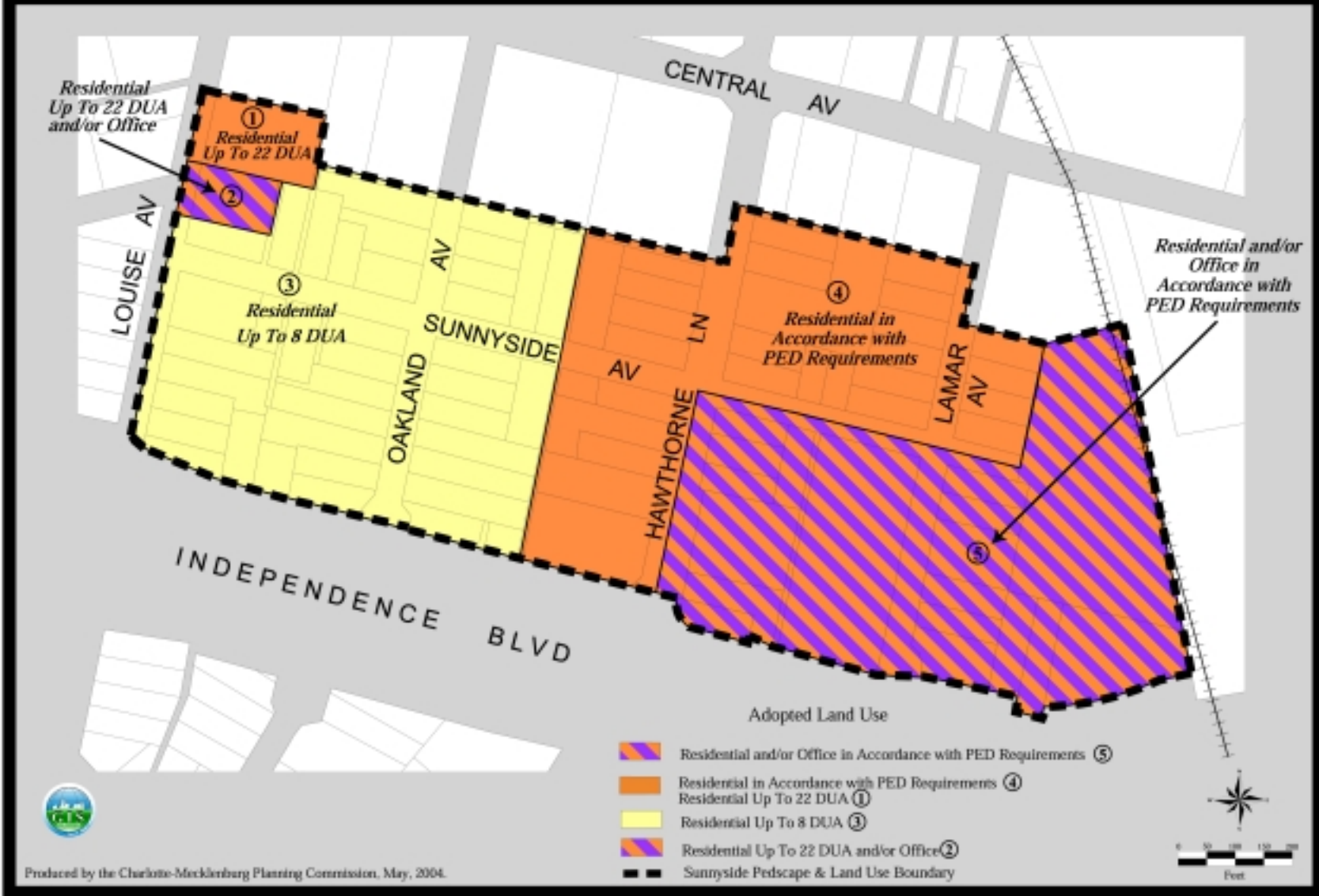
Currently, a mixture of single and multi-family homes, commercial, and industrial land uses occupy Area 5. The area is zoned R-22MF, B-1, and I-2 and the *Central District Plan* recommended multi-family and commercial. A mix of residential and/or office is consistent with the *Plaza-Central Pedscape Plan* that recommends a mix of office, multi-family, and limited retail uses located north and east of Area 5.

In addition, it provides flexibility for existing structures to have potential reuse opportunities. It is also supportive of future plans for rapid transit in this area. Office uses, if developed in this area, are recommended to be located closest to Independence Boulevard and the CSX railroad right-of-way.

Table 5: Summary of Land Use Recommendations

Area	Sunnyside Adopted Land Use (2004)	Central District Plan Land Use (1993)	Existing Zoning	Existing Land Use(s)
1	Residential up to 22 DUA	Multi-Family	R-22MF	Single & Multi-Family Homes & Vacant
2	Residential up to 22 DUA and/or Office	Multi-Family	O-2	Office Building
3	Residential up to 8 DUA	Multi-Family	R-22MF & B-1	Single & Multi-Family Homes & Vacant
4	Residential per PED	Multi-Family	R-22MF & UR-2	Single & Multi-Family Homes & Vacant
5	Residential and/or Office per PED	Multi-Family & Commercial	R-22MF B-1 & I-2	Single & Multi-Family Home, Commercial, Industrial & Vacant

Map 5: Sunnyside Pedscape & Land Use Plan - Adopted Land Use



3. Streetscape Development Standards and Street Cross-Sections

The standards in this section supplement the requirements of PED zoning that will be applied to part of the Sunnyside area. PED zoning refers to the Streetscape Development Standards identified here for new development and changes to existing development. The uses allowed in the current underlying zoning district classifications will not change after the PED zoning is applied (with certain limited exceptions). However, development and design standards (including setbacks and streetscapes) will change.

The Streetscape Development Standards will be the responsibility, primarily, of private developers or private landowners to implement as property in the PED overlay district is developed or redeveloped. Streetscape Development Standards include new building setbacks, potential for recessed on-street parking, wider sidewalks, and ample space for tree plantings. In combination with the development requirements of PED, the standards below will provide the primary mechanism for shaping the streetscape into the kind of pedestrian-oriented space envisioned for the area.

The Streetscape Development Standards will complement the pedestrian improvements through the design of future street cross-sections.

This section recommends future street cross-sections for Hawthorne Lane, Lamar Avenue, and part of Sunnyside Avenue (**refer to Map 6 on page 20**) and identifies building setbacks and streetscape standards based on the ultimate curblines location. The street cross-sections are not plans for immediate road improvements,

but are recommended long-term changes to be considered for implementation. In the meantime, City staff will request funding for minor improvements to the public right-of-way to make it more pedestrian friendly.

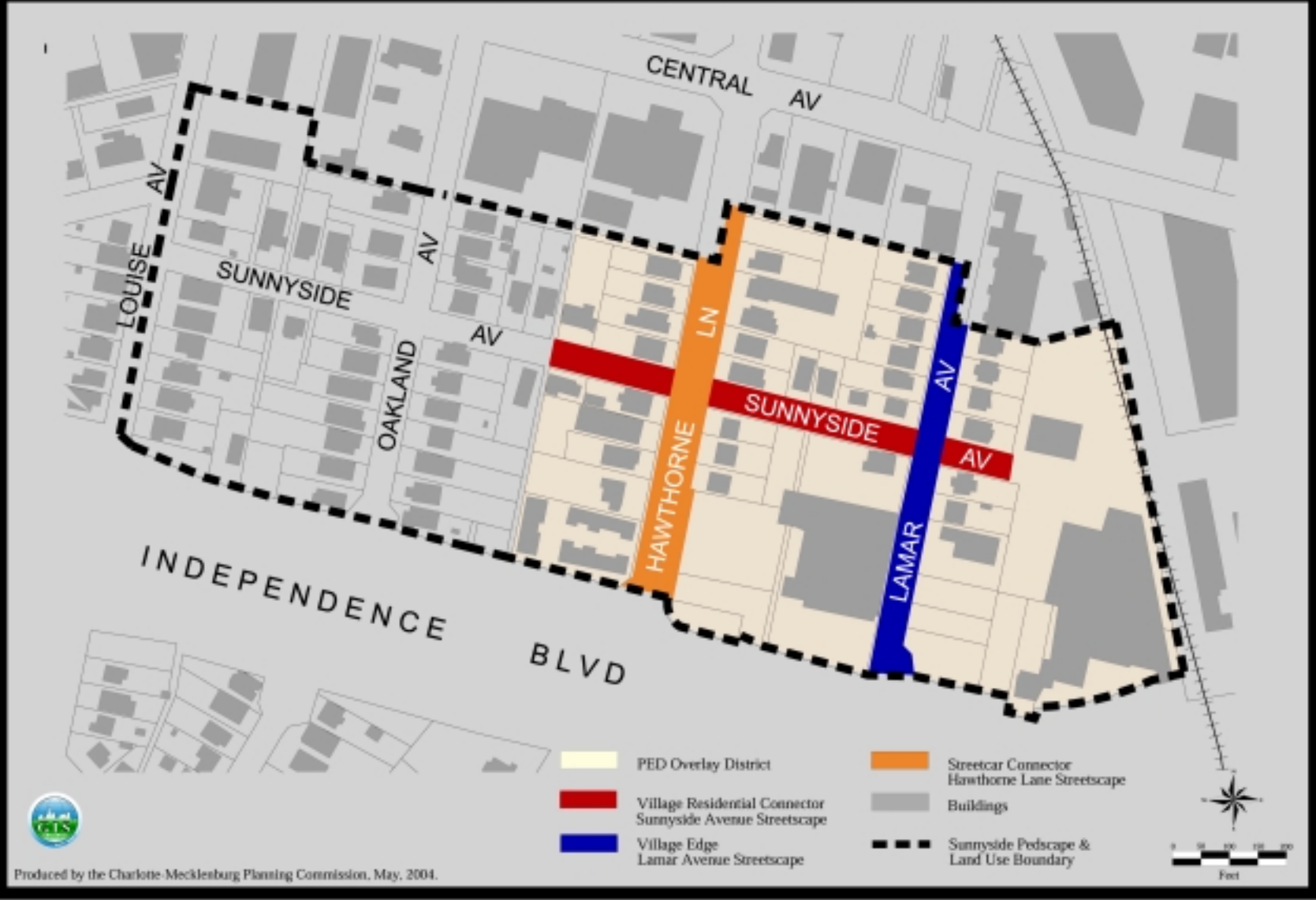
Building Setbacks

The building setback is one of the most important features in defining the character of a streetscape. Different land uses and different street characteristics require different setbacks. The building setback is defined in the PED standards as the distance from the back of the roadway curb to the front of a building. Where buildings are set back far from the street, there is a sense of openness, privacy, and in some cases grandeur. Shallower building setbacks, where buildings are closer to the sidewalk, can provide enclosure, intimacy, and opportunities for more interaction between the activity in the building and people on the street.

PED states: “The minimum setback will be measured from the back of all existing or future curbs, whichever is greater.” (Section 10.803.3) The setback area (located between the back of curb and the setback line) will include, at a minimum, the width needed for sidewalks and planting strips and any additional width that is deemed appropriate for the character of the streetscape. Standards for setbacks, sidewalks, and planting strips will be met by developers who undertake new development or major renovations in the area to

continued on page 21

Map 6: Sunnyside Pedscape & Land Use Plan Pedestrian Overlay (PED) District & Streetscape Types



be zoned PED. The required setbacks are defined in the future cross-sections that follow for Hawthorne Lane, Lamar Avenue, and part of Sunnyside Avenue.

Tree planting requirements in this section supercede the “Perimeter Planting Requirements” in Section 21-12(C) of the *Charlotte Tree*

Ordinance. However, all other requirements of the ordinance will apply to new development in the Sunnyside Pedscape Plan area.

The future cross-sections in the document provide a *conceptual* view of each streetscape. Final streetscape design will be approved when redevelopment occurs.

Cross-sections begin on the next page for:

Village Residential Connector: Sunnyside Avenue (pp. 22-23)

Village Edge: Lamar Avenue (pp. 24-25)

Streetcar Connector: Hawthorne Lane (pp. 26-28)



**Street Cross-Section 1:
Village Residential Connector - Sunnyside Avenue**

Sunnyside Avenue is a local street that serves the immediate area. The right-of-way width is approximately 50 feet. The roadway is comprised of one lane of traffic in each direction approximately 23-31 feet measured from back of curb or edge of pavement to edge of pavement with on-street parking. In addition, a disconnected 5-foot sidewalk and limited curbs exist on both sides of the street.

As illustrated in the **Village Residential Connector** cross-section on **page 23**, the existing roadway width will be reduced from a total of 23 - 31 feet to 22 feet and one lane of traffic in each direction.

Depending on the specifics of new development or redevelopment along Sunnyside Avenue, an additional 8-foot width of roadway may be provided on both sides of the street for recessed on-street parking if the property owner requires additional parking. This could be achieved by recessing the curb only at internal portions of the block, with the curblines at intersections remaining at current locations. Each recessed area may extend for no more than 100 feet or 4 spaces, and then must provide an un-recessed distance of at least 20 feet for landscaping and tree planting. Some areas may not be appropriate for recessed parking because of parcel driveway entrances and other site-specific conditions. The cross-section will allow for minimum width at intersections for pedestrian crossing, establishment of some trees at the street edge, and new protected on-street parking.

Where the 8-foot width of roadway is not utilized for recessed on-street parking, a planting strip with trees is recommended adjoining

the curb. Maximum spacing between trees will be in accordance with the *Charlotte Tree Ordinance*.

A minimum 6-foot sidewalk adjoins the planting strip or recessed on-street parking if provided. Any portion of the sidewalk(s), outside the street right-of-way, shall be included within a sidewalk easement or dedicated right-of-way. The remaining 10 feet to the building setback may be used for landscaping and front yard.

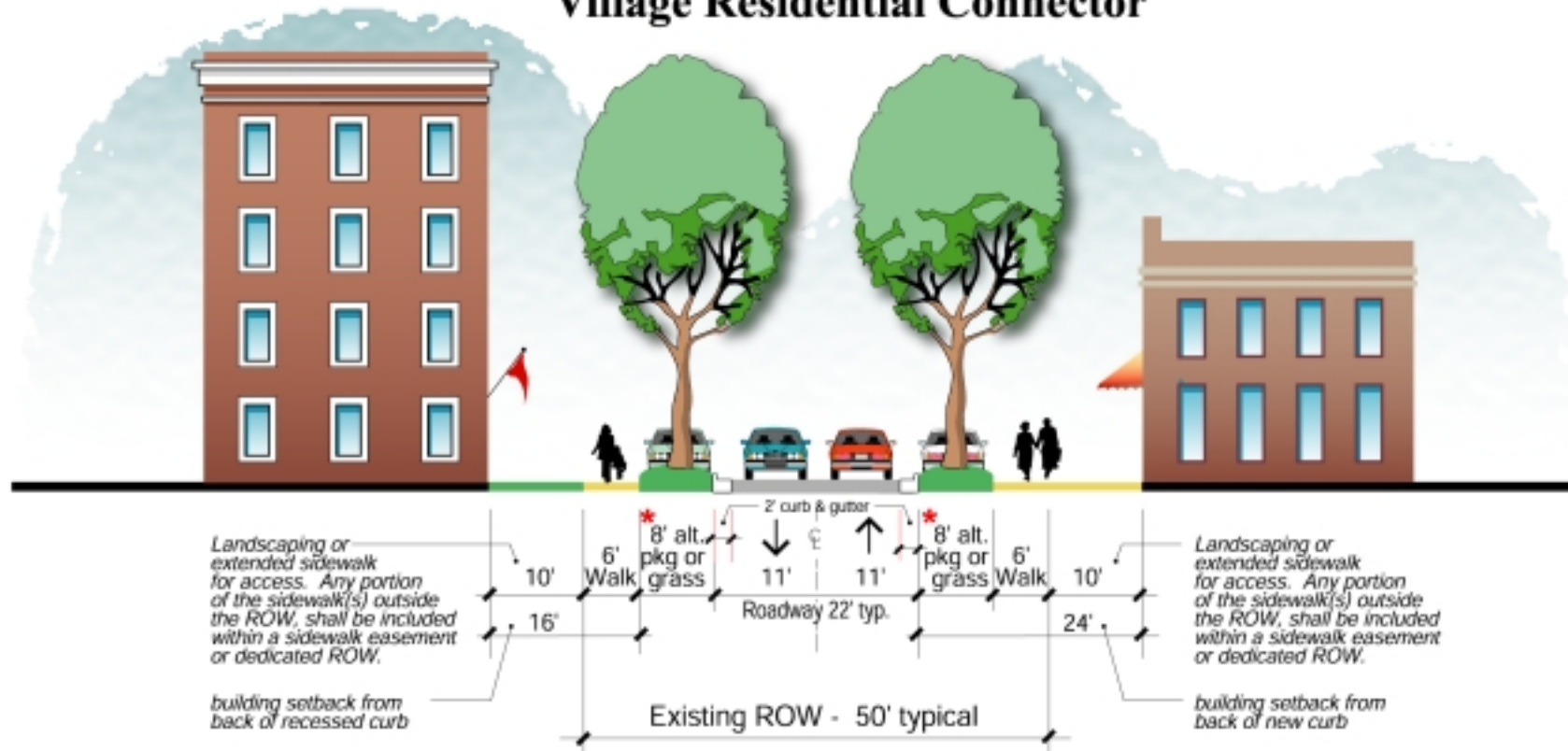
Where recessed on-street parking is provided, tree planting in the remaining 10-foot setback must be provided to augment trees along the curb as necessary to meet the requirements of the *Charlotte Tree Ordinance*. Adequate soil space for roots, plus either an appropriate pervious soil area or irrigation and sub-drainage, must be provided in accordance with City standards.

Because sidewalk and planting requirements are different from current conditions, it is expected that the area will transition over time. For redevelopment of small mid-block parcels with varying conditions on both sides, the Planning Director may authorize retention of the existing features until adjoining properties are developed or redeveloped.

The minimum building setback for Sunnyside Avenue is 24 feet from back of the new un-recessed curb, or 16 feet from back of the recessed curb.

The building setback is measured from the back of curb to the principal structure. Per the Zoning Ordinance, architectural features such as cornices, eaves, steps, and so forth may project up to 3 feet into any required yard setback unless emergency access is obstructed.

Street Cross-Section for Sunnyside Avenue Village Residential Connector



NOTE:

Area to be used for on-street parking
OR as tree planting area as appropriate

**Street Cross-Section 2:
Village Edge - Lamar Avenue**

Lamar Avenue is a local street that serves the immediate area. The right-of-way width is approximately 50 feet. The roadway is comprised of one lane of traffic in each direction approximately 30 feet measured from back of curb with on-street parking. In addition, an existing planting strip (4 to 5 feet, measured from back of curb) and 5-foot sidewalks exist on both sides of the street.

As illustrated in the **Village Edge** cross-section on page 25, the existing roadway width will remain approximately 30 feet, measured from existing back of curb with on-street parking and one lane of traffic in each direction.

Depending on future development or redevelopment along Lamar Avenue, possible on-street parking restrictions may be necessary if street maneuverability is compromised.

A planting strip with a minimum width of 8 feet adjoins the curb, with trees along the curb at a maximum spacing between trees in accordance with the *Charlotte Tree Ordinance*.

A minimum 6-foot sidewalk adjoins the planting strip. Any portion of the sidewalk(s), outside the street right-of-way, shall be included within a sidewalk easement or dedicated right-of-way. The remaining 6 feet to building setback may be used for landscaping and front yard.

Because sidewalk and planting requirements are different from current conditions, it is expected that the area will transition over time. For redevelopment of small mid-block parcels with varying

conditions on both sides, the Planning Director may authorize retention of the existing features until adjoining properties are developed or redeveloped.

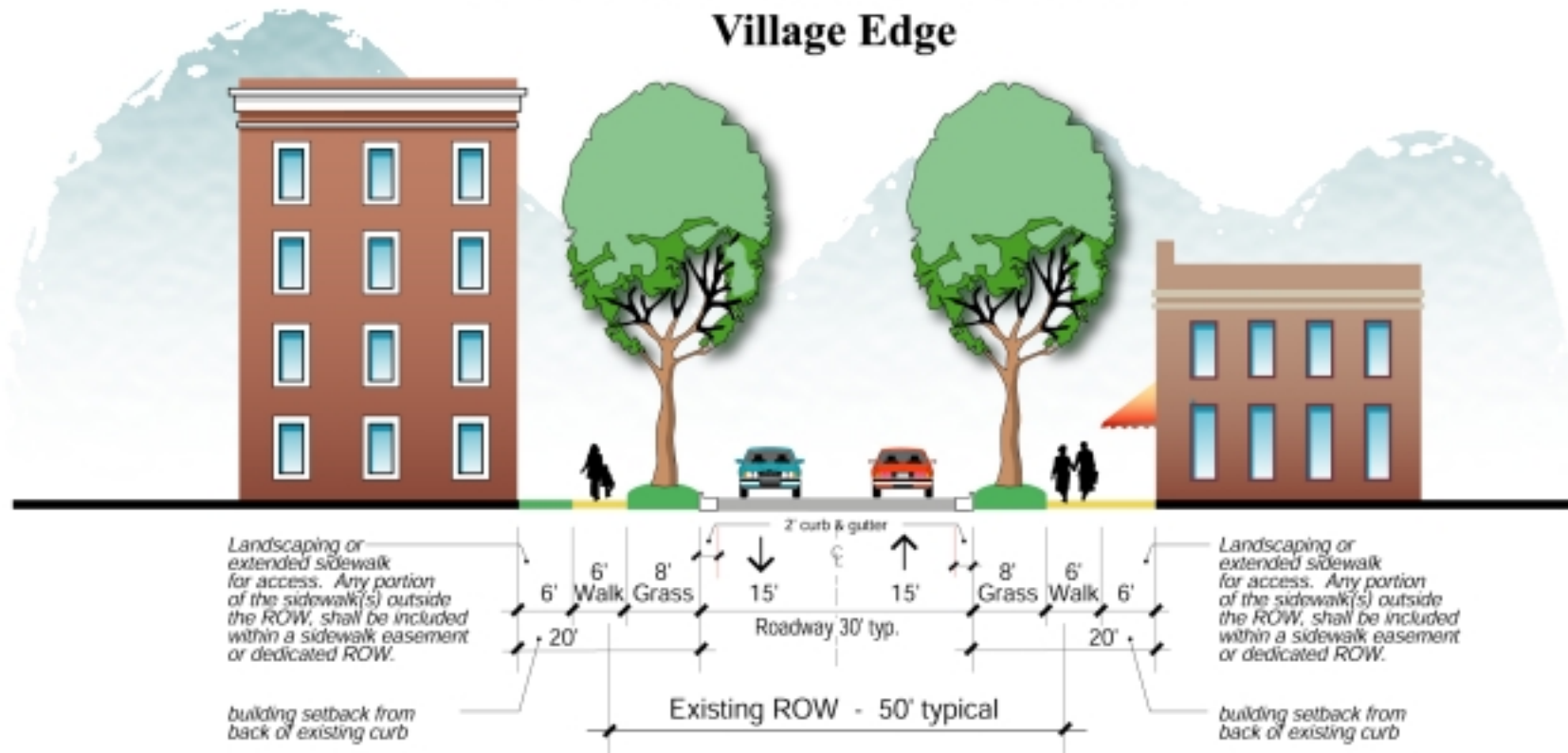
The minimum building setback for Lamar Avenue is 20 feet measured from back of the existing curb.

The building setback is measured from the back of curb to the principal structure. As per the Zoning Ordinance, architectural features such as cornices, eaves, steps, and so forth may project up to 3 feet into any required yard setback unless emergency access is obstructed.



Tree planting areas and 6-foot sidewalks, such as these, are recommended along Lamar Avenue.

Street Cross-Section for Lamar Avenue Village Edge



NOTE:

Possible future on-street parking restrictions may be applied if safe and adequate circulation is not maintained along Lamar Avenue.

Depending on future redevelopment along Lamar Avenue, an alternative cross-section may be considered and/or on-street parking restrictions implemented.

Street Cross-Section 3: Streetcar Connector - *Hawthorne Lane*

Hawthorne Lane is a significant north/south thoroughfare connecting Central Avenue and 7th Street. The right-of-way width varies between approximately 69 and 77 feet. The roadway is comprised of 4 non-divided traffic lanes approximately 42 - 44 feet wide, measured from back of curb with no on-street parking. In addition, a planting strip (up to 5 feet, measured from back of curb) exists in some areas and 3 – 5-foot sidewalks exist on both sides of the street.

Opportunities exist to reduce the number of travel lanes to accommodate a center turn lane, pedestrian refuge areas, and bike lanes as part of new development or redevelopment.

As illustrated in the **Streetcar Connector** cross-section on page 27, the existing 4 non-divided roadway lanes will be reduced to two 10 to 11-foot travel lanes. A 9-foot center turn lane/pedestrian refuge will divide the travel lanes (locations and design to be determined). The future streetcar could operate within and share the 10 to 11-foot travel lanes with vehicular traffic. The streetcar could stop at the edge of the curbed streetcar stop areas for passenger loading and unloading.

Designated 4-foot wide bike lanes will be provided on both sides of the street beginning from the back of the existing un-recessed curb. The bike lanes will run parallel to Hawthorne Lane with the exception of areas designated as curbed streetcar stops (locations and design to be determined). At that point, the bike lanes could travel behind the refuge areas and eventually continue on their original path.

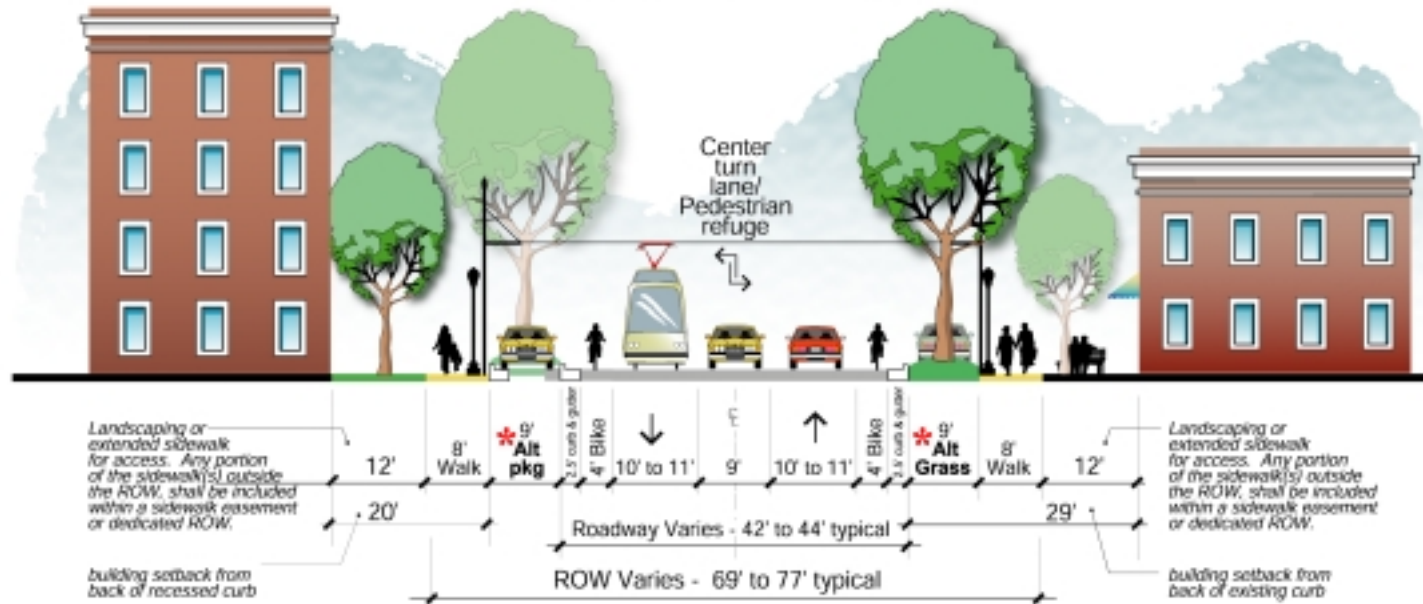


Hawthorne Lane will accommodate streetcars (similar to this one in Portland), automobiles, bicycles and pedestrians.

Access to the refuge areas could be achieved by crossing the bike path joining the edge of the 8-foot sidewalk. The bike lanes should be extended to Central Avenue contingent upon available space at the intersection and future streetcar alignment.

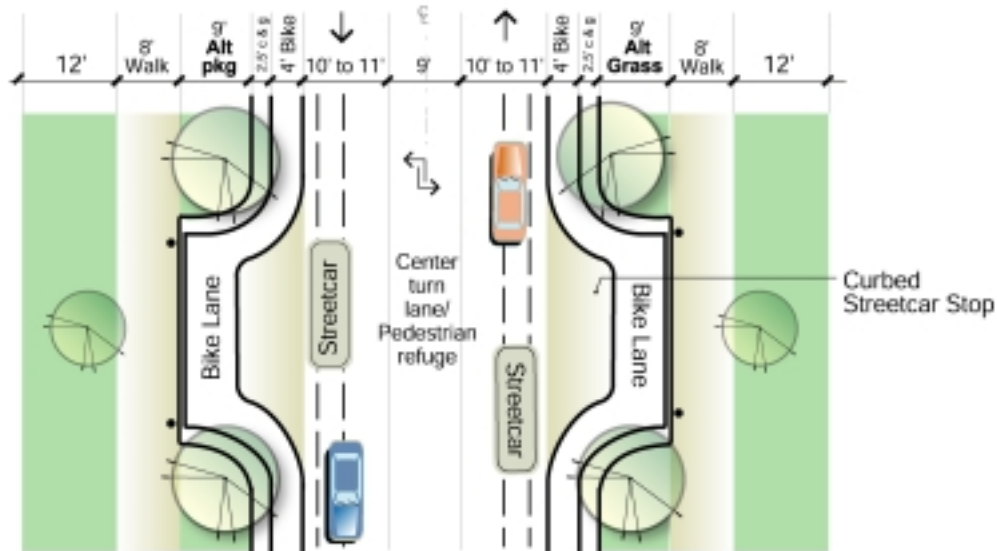
Depending on the specifics of new development or redevelopment along Hawthorne Lane, an additional 9-foot width of roadway may be

Street Cross-Section for Hawthorne Lane Streetcar Connector



Note: Alt pkg or alt grass or alt streetcar refuge area

- Area to be used for on-street parking
- OR**
- as tree planting area
- OR**
- portion of 4' bike lane and curbed streetcar stop.
- Location and design TBD.



provided on both sides of the street for recessed on-street parking. This could be achieved by recessing the curb only at internal portions of the block, with the curbline at intersections remaining at current locations. Each recessed area may extend for no more than 100 feet or 4 spaces, and then must provide an un-recessed distance of at least 20 feet for landscaping and tree planting. Other areas that are not appropriate for recessed parking include streetcar or bus stops, driveway entrances, and other areas with unique conditions. The proposed cross-section will allow for minimum width at intersections for pedestrian crossing, establishment of some trees at the street edge, and new protected on-street parking.



Recessed parking and tree planting areas are recommended along Hawthorne Lane.

A minimum 8-foot sidewalk adjoins the recessed curb or planting strip. This width will allow 2 feet for parking meters, streetlights, and other needs, and remaining 6 feet of clear space for walking. Any portion of the sidewalk(s), outside the street right-of-way, shall be included within a sidewalk easement or dedicated right-of-way. The remaining 12 feet to the building setback may be used for landscaping and front yard.

Where recessed on-street parking is provided, tree planting in the remaining 12-foot setback to the building must be used to augment

trees along the curb as necessary to meet the requirements of the *Charlotte Tree Ordinance*. Adequate soil space for roots, plus either an appropriate pervious soil area or irrigation and sub-drainage, must be provided in accordance with City standards.

Because sidewalk and planting requirements are different from current conditions, it is expected that the area will transition over time. For redevelopment of small mid-block parcels with varying conditions on both sides, the Planning Director may authorize retention of the existing features until adjoining properties are developed or redeveloped.

Where the 9-foot width of roadway is not utilized for recessed on-street parking, a planting strip with street trees is recommended adjoining the curb. Maximum spacing between trees will be in accordance with the *Charlotte Tree Ordinance*.

The minimum building setback along Hawthorne Lane is 29 feet from the back of the existing un-recessed curb, or 20 feet from the recessed curb.

The building setback is measured from the back of curb to the principal structure. As per the Zoning Ordinance, architectural features such as cornices, eaves, steps, and so forth may project up to 3 feet into any required yard setback unless emergency access is obstructed.

4. Additional Streetscape and Pedestrian Improvements

The most significant changes to the Sunnyside area will happen incrementally as new development occurs under the PED standards, and as capital improvements are implemented.

Where curb lines do not change, new development will be expected to implement new sidewalk and landscaping elements. Where curblines do change, new development will be set back to allow the new street cross-sections to be constructed in the future, and the new development will be required to install sidewalks and landscaping to the extent possible.

The following are general recommendations for improvements to the public right-of-way that will be the subject of detailed engineering plans and further public input once funding is secured for their implementation.

- **Public roadway improvements within PED overlay district:** Improvements include restriping Hawthorne Lane, on a temporary basis, to mirror Street Cross-Section 3 (Streetcar Connector). Pedestrian refuge areas are recommended for Hawthorne Lane in the vicinity of Sunnyside Avenue.
- **Public roadway improvements outside PED overlay district along Sunnyside Avenue:** Outside the area recommended for PED overlay district, there are a few disconnected sidewalk segments and street curbs along Sunnyside Avenue west to Louise Avenue. Continuous sidewalks and curbs are recommended especially since Sunnyside Avenue is the only east/

west street in the study area. In particular, street improvement recommendations include Street Cross-Section 1 (Village Residential Connector) from the end of the PED overlay district to Oakland Avenue to transition from the higher intensity development within the PED overlay district. The remainder of Sunnyside Avenue to Louise Avenue should continue this transition by implementing Street Cross-Section 2 (Village Edge).

Additional streetscape and pedestrian improvements should be evaluated for Sunnyside Avenue west of Louise Avenue to complete this transition as part of the capital improvements for implementation of the *Belmont Area Revitalization Plan*.



Pedestrian refuge medians are recommended along Hawthorne Lane in the vicinity of Sunnyside Avenue.

- **Continuation of bike lanes along Hawthorne Lane to Central Avenue:** The proposed bike lanes along Hawthorne Lane are recommended to extend to Central Avenue contingent upon available space at the intersection and future streetcar alignment.
- **Street trees within public right-of-way:** Street trees should be planted within the public right-of-way where there are opportunities for new or replacement trees outside the PED overlay district.
- **Pedestrian-scale lighting:** Typical streetlights illuminate the roadway, but do not provide significant lighting for the pedestrian area of a street. Pedestrian-scale lighting is shorter in height than typical streetlights, and is designed to provide lighting for the pedestrian area. Decorative pedestrian-scale lighting should be installed with priority given to areas of highest pedestrian and redevelopment activity within the PED overlay district.
- **Benches and trashcans:** The City of Charlotte should install public benches and trashcans in appropriate high-pedestrian traffic locations within the PED overlay district, particularly on Hawthorne Lane.
- **Pedestrian crossing over the CSX railroad right-of-way:** In the long-term, a pedestrian crossing should be considered to increase pedestrian connectivity between the Sunnyside area and proposed Rapid Transit Station at Independence Boulevard and Pecan Avenue. The location of the pedestrian crossing will depend on future redevelopment along the CSX railroad right-

of-way and acquisition of pedestrian easement(s) over the CSX line and private properties. This should be considered in future transit planning initiatives.

- **Utility line consolidation/relocation:** In the long term, relocating overhead utility lines to alleys or underground is recommended as a higher priority for Hawthorne Lane and lower priority for Sunnyside and Lamar Avenues.

The main obstacle to relocating utility lines, however, is cost, which is estimated by Duke Power to be around \$3 million to \$4 million dollars per mile along major thoroughfares. Utility companies may be willing to move overhead utility lines, but will not assume the cost themselves. The Charlotte-Mecklenburg Planning Commission has convened a group to look at the costs and develop a policy for relocating or burying utilities, but at this time there are no budgeted funds for such efforts.

Volume II IMPLEMENTATION PLAN

(as of January 2005)



Volume II

IMPLEMENTATION PLAN

(as of January 2005)

This section outlines the key actions needed to implement the recommendations in **Volume I: Concept Plan (pages 1-30)**. Elected officials will not adopt this section on implementation, but many of the actions identified will require future City Council action. These items will be brought forward on a case-by-case basis.

The work of transforming the streetscape of the Sunnyside area will occur over many years and will require the efforts of local government, private property owners, residents, and developers. The following is an outline of the responsibilities of the public and private sectors for implementing the Pedscape Plan.

1. Public Sector Responsibilities

The public sector will provide the policy basis, the oversight and some infrastructure improvements for the implementation of the Sunnyside Pedscape & Land Use Plan. However, the major changes to the area will become evident only as private investment begins to fill in the framework that the community and the City of Charlotte have laid out in this Plan. Local government will provide some investment in streetscape amenities that can be accommodated within the existing right-of-way. Major public investment in the form of constructing new roadway cross-sections may not occur until design details are in place and funding is available, and until interest in private redevelopment for the area has been demonstrated.

Transportation Network and Streetscape Infrastructure Improvements

The following streetscape improvements can be implemented by the City of Charlotte pending commitment of capital improvement funding. The Charlotte-Mecklenburg Planning Commission and/or the Charlotte Department of Transportation are responsible for submitting requests for funding of these projects and initiating engineering plans for the following additional improvements:

- Public roadway improvements within PED overlay district.
- Public roadway improvements outside PED overlay district along Sunnyside Avenue.
- Continuation of bike lanes along Hawthorne Lane to Central Avenue.
- Installation of street trees in public right-of-way where needed outside PED overlay district.
- Installation of pedestrian-scale lighting within PED overlay district, particularly on Hawthorne Lane.
- Installation of benches and trashcans within PED overlay district.
- Installation of a pedestrian crossing over the CSX railroad right-of-way (long-term).
- Utility line consolidation/relocation (long-term).

(Refer to pages 29 and 30 in Volume I: Concept Plan for specific improvement details.)

Land Use and Community Design

■ Pedscape Plan Adoption and PED Overlay District

The Planning Commission, in consultation with other City departments, was responsible for the preparation of this Plan, and for guiding it through the adoption process. The Planning Commission is also responsible for initiating and guiding the rezoning process for adoption of the PED overlay district. The recommended overlay rezoning is indicated on **Map 7 (page 35)**.

■ Corrective and PED Overlay District Rezonings

The area recommended for corrective rezoning is on the western half of the Pedscape & Land Use Plan area and zoned R-22MF and B-1. This area is delineated as gray and illustrated on **Map 7 (page 33)**. This well-established residential area primarily consists of single-family and a mix of multi-family homes. The R-22MF and B-1 zoning districts allow a residential density of 22 DUA. The current residential density for this area, excluding public right-of-way, is approximately 8 DUA. This area should be rezoned to R-8 to closely reflect the actual residential density and character of the area. The R-8 zoning district permits single-family, duplex, triplex and quadraplex dwellings. The Planning Commission initiated this rezoning after the adoption of the Plan, and it was approved by City Council on November 15, 2004.

The area recommended for PED Overlay Zoning District is on the eastern half of the Pedscape & Land Use Plan area and zoned R-22MF, B-1, I-2, and UR-2. This area is delineated as a hatch pattern and illustrated on **Map 7 (page 35)**. The PED overlay district allows uses permitted by right and under prescribed conditions in the underlying zoning district, except outdoor storage and outdoor advertising

signs. Within the existing I-2 zoning district, residential uses are permitted subject to the standards of the PED overlay district. The Planning Commission initiated this rezoning after the adoption of the Plan, and it was approved by City Council on November 15, 2004.

Portions of the PED Overlay Zoning District zoned B-1 and I-2 will be considered for corrective rezonings at a later date to achieve the proposed future land use recommendations. Staff will work with property owners to determine the most appropriate zoning to implement the intent of the Pedscape & Land Use Plan.

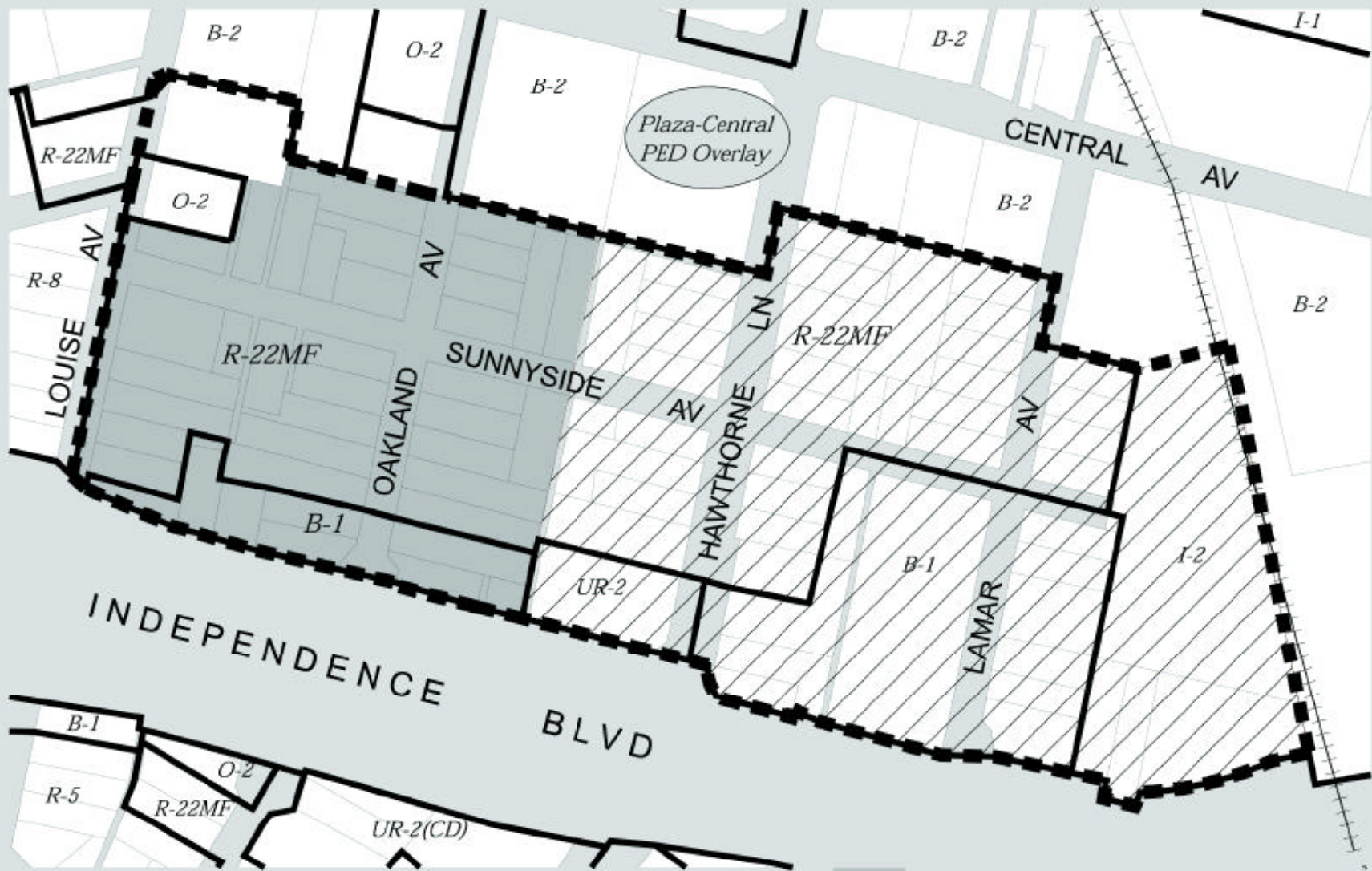
■ Monitoring and Reviewing New Development Plans (ongoing)

The Planning Commission and other City departments will be responsible for the on-going plan review for new developments within the Pedscape & Land Use Plan boundary, as prescribed in the PED overlay district standards. Staff responsibility includes ensuring that developers meet the standards of PED and understand the intent of this Plan.

2. Private Sector Responsibilities

The private sector will be responsible for pedestrian-friendly development that is consistent with PED overlay district requirements and the development standards of this Plan. Since the PED rezoning was approved by City Council on November 15, 2004, development under the PED standards will be required for all new development and major renovation within the area.

Map 7: Sunnyside Pedscape & Land Use Plan - Proposed Rezoning



- Rezoning from R-22MF and B-1 to R-8
- Rezoning to PED Overlay District
- Existing Zoning
- Sunnyside Pedscape & Land Use Boundary





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