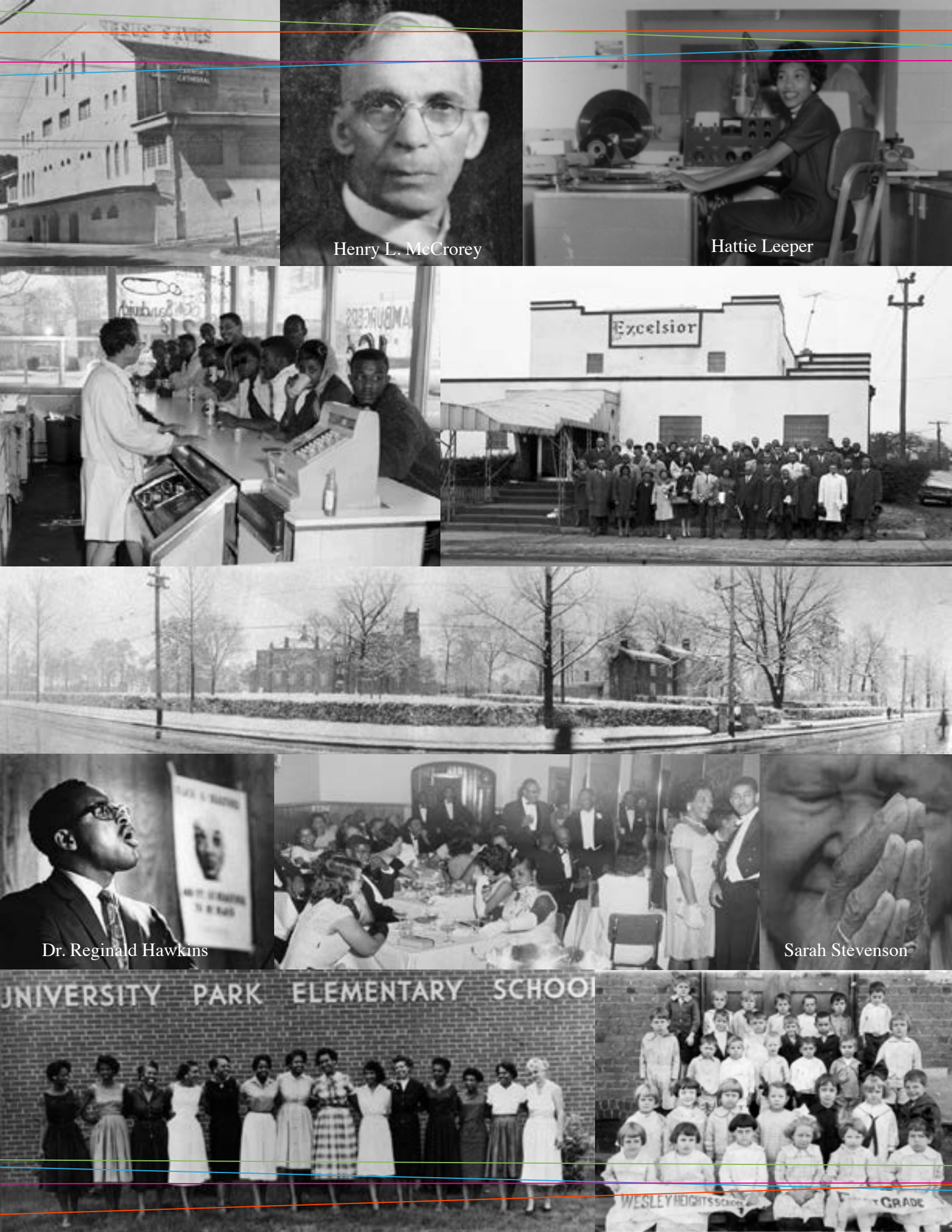




5POINTS *FORWARD*

Final Draft



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“Now is West End’s Time”

Opportunity and challenge.

That’s what this study is all about.

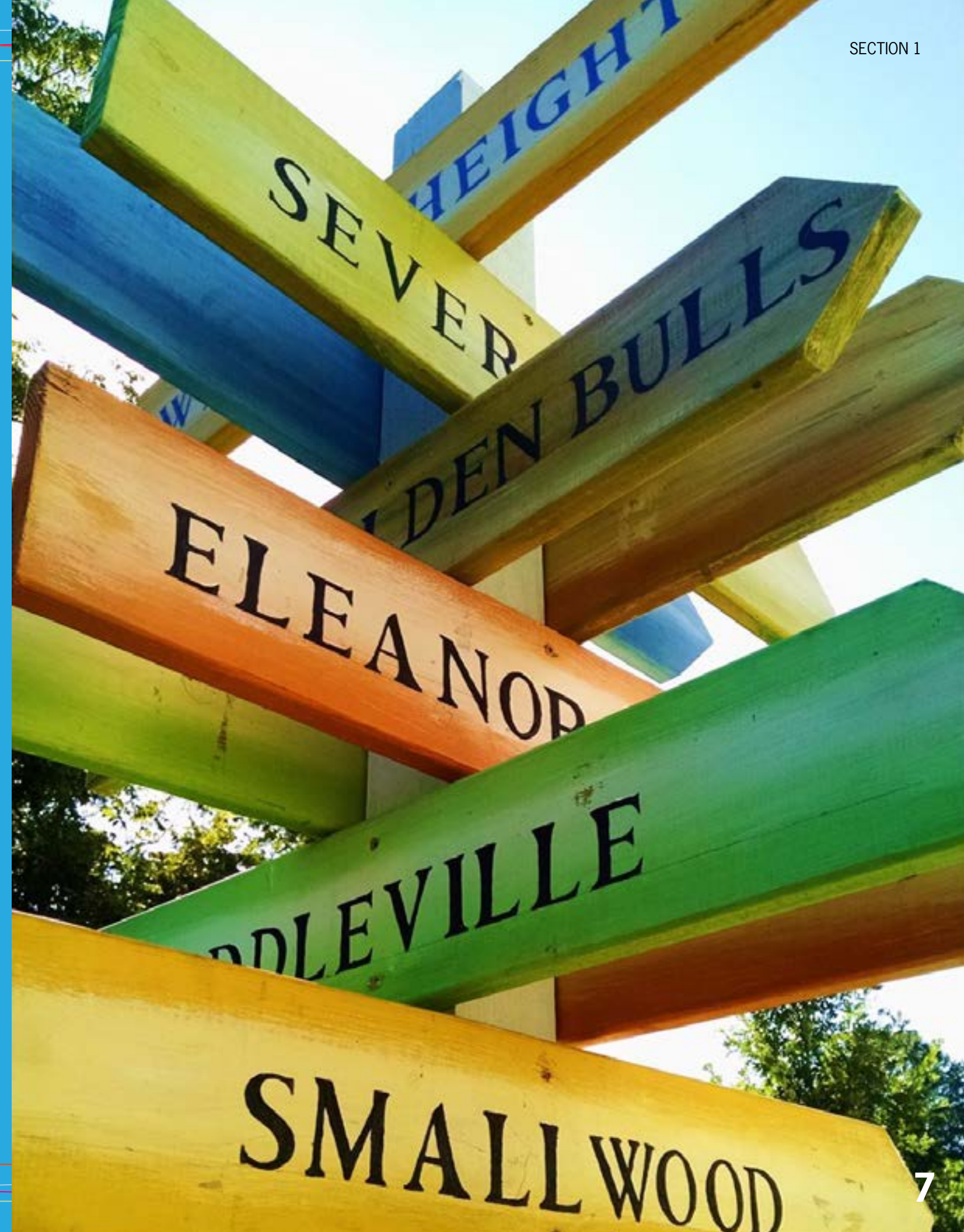
Understanding the opportunities for growth in the West End and the challenge to do it right. Understanding the likely paths of development and channeling its benefits to the newcomer and long-time residents alike. To support the existing and reconnect the old with the new. To fill-in the missing parts to create a whole neighborhood that is vibrant, equitable, and authentic.

Within these pages, you will read about how Historic West End Partners, with the aid of the Knight Foundation and Griffin Brothers Companies, are creating opportunities in the 5 Points district.

The Opportunity:

Over the last thirty years, Charlotte's center city and the pre-World War II neighborhoods ringing it have seen sustained growth and revitalization. This reflects both national trends to live and work close-in to center cities and local civic and corporate efforts to make Uptown Charlotte's economic and cultural heart. To that end, the neighborhoods of Plaza-Midwood, NoDa, Brightwalk, CAMP North, Wilmore, and South End have all seen sustained interest and remarkable growth. For largely perceptual reasons, the 5 Points area and greater West End have been left out of this growth and sustained interest -until now. The trend to live close-in continues as young families, many of whom were born after the decades of white suburban flight, seek urban, culturally diverse, and vibrant neighborhoods. While the COVID-19 pandemic has pushed some out of the high-priced metropolis of Manhattan and San Francisco, the trend to live closer-in has not diminished. These trends, along with the City's investment in the CityLYNX Gold line streetcar, mean it's now West End's time.

The question is: How do we now develop without losing what makes us a historic district like no other in center city?





The Challenge

- to create a rapidly urbanizing district without excluding long-term owners and residents - to advance a community that welcomes the newcomer without washing out the elders.
- to reconnect an area with historical roots to the greater Center City without losing its core identity.
- to unapologetically make development suited to us and reflective about who we are as a community.
- to create an area where our young entrepreneurs find their foothold and our small businesses can grow.
- to create a neighborhood in which all enjoy the benefits of increasing prominence and growing prosperity.

The Interstate "Screens of Community Investment" in Charlotte, N.C.



Our path to address the challenge will need to steer public investment and the right private capital to benefit our existing community. This will take two parts innovation and three parts resolve. We may even need to revamp the well-worn formulas of economic development for bottom up processes that demand equitable decision-making. Historically, for example, geographic borders created by railroads and interstates have been a bane to lower income communities in cities because they have harshly delimited where the decisionmakers of the past were politically able to allocate high grade investments in neighborhoods. While we are not often conscious of these third order effects, freeways, in particular, provide psycho-geographic handles to policy biases and racialized lenses, severely shaping where our investments in high amenity parks, trails, and other

comprehensive community investments have gone. This can be observed in Charlotte very simply by depicting existing sidewalks on both sides of the I-77 freeway. Notice, on the map above, how the I-77 and I-85 corridors act as geographic delimiters or "screens" for thoroughgoing investments in neighborhood-serving infrastructure. While Charlotte has lately done much to begin addressing this disparity through, most recently, its Comprehensive Neighborhood Improvement Program, the Gold Line Extension and other such projects, much work still needs to be done. If our visions on the following pages appear overly "ambitious" at first blush, they are proposed that way precisely because we are puncturing these mental "borders" and biases. 5 Points Forward is our initiative to eradicate barriers that continue to disadvantage the West Side.

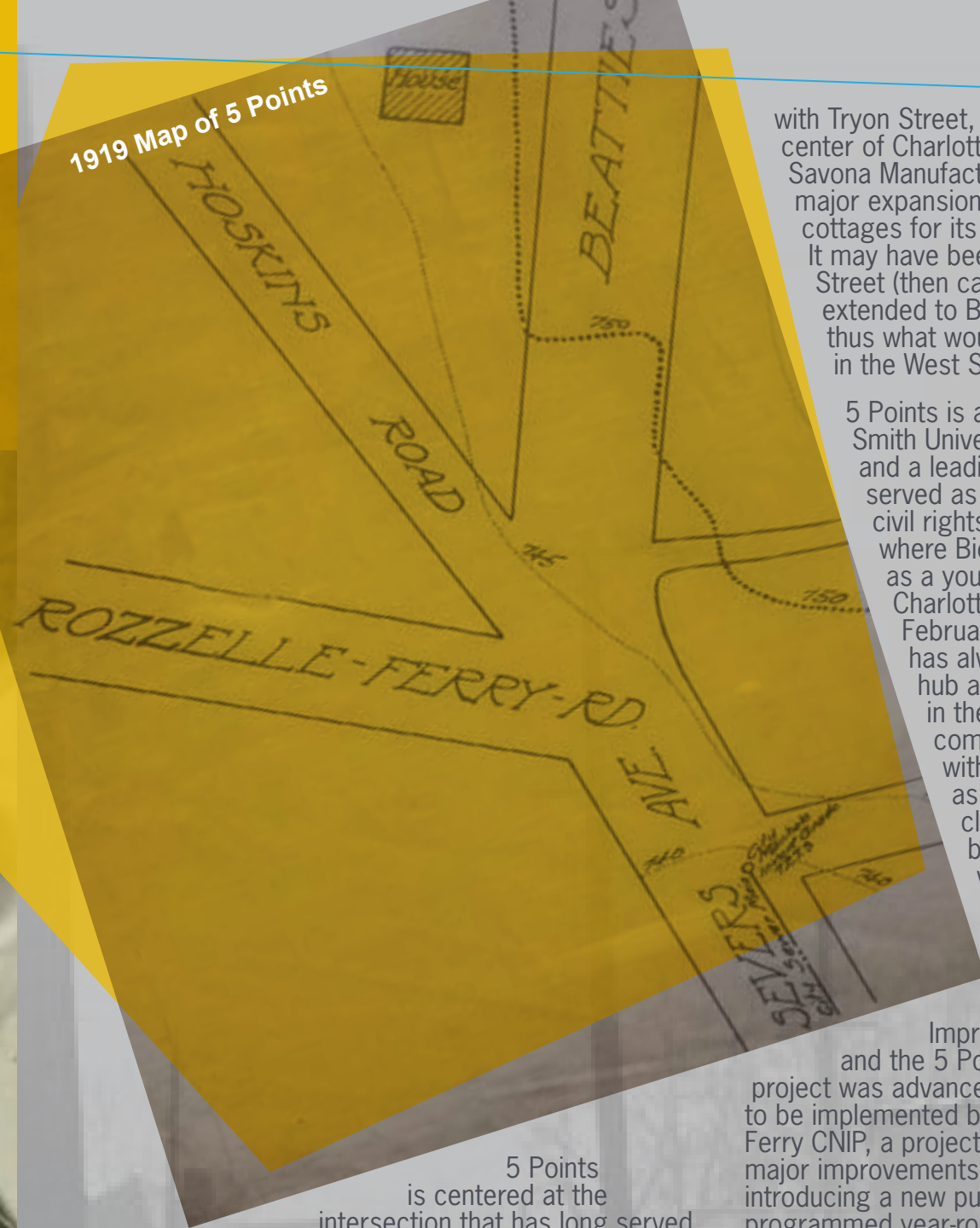
Our History



J. Charles Jones

Image: Johnson C. Smith University

1919 Map of 5 Points



with Tryon Street, that form the symbolic center of Charlotte. In early 1920, the Savona Manufacturing Company began a major expansion that included building 160 cottages for its workers in Seversville. It may have been at this time that State Street (then called Savona Avenue) was extended to Beatties Ford, originating thus what would become the “Five Points” in the West Side.*

5 Points is anchored by Johnson C. Smith University, Charlotte’s HBCU and a leading intellectual hub that had served as a seedbed of Charlotte’s civil rights movement. It was here where Biddleville’s J. Charles Jones, as a young seminarian, initiated the Charlotte lunch counter sit-ins in February of 1960. While 5 Points has always been a commercial hub and a hive of local activity, in the 1980s and 1990s it commercially declined along with the greater district itself as many former businesses closed and shop spaces began to stay consistently vacant.

In November 2014, voters approved \$20 million for the Comprehensive Neighborhood

Improvement Program (CNIP), and the 5 Points Plaza improvement project was advanced as one of the projects to be implemented by the West Trade/Rozelle’s Ferry CNIP, a project that is now constructing major improvements to the intersection, introducing a new public plaza that will be programmed year-round. Demonstration projects centered around the initiative to sustain the culture of the Historic West End included a 5 Points Pilot Project initiation in the Fall of 2016 and a preview of the CNIP Plaza design during the 5 Points Better Block in November 2017. Both efforts previewed the cultural programming now being advanced by the City of Charlotte and the Knight Foundation for the Plaza. The area around the intersection is now developing into what will become a major Gold Line Streetcar anchor destination. An important catalyst is Sankofa Partners’ reactivation of the former Starr property as “Five Points Center”, a retail center that features minority-owned businesses.

5 Points is centered at the intersection that has long served as the gateway to the Historic West End. Here, Beatties Ford Road and Rozzelle’s Ferry Road intersect, both major historic arteries that led to important Catawba River crossings in Mecklenburg County. For years, both served as major arteries to Charlotte before highway building in the mid-20th Century scarred and divided West Side’s neighborhoods. As a 1919 map shows, originally these two routes converged at 5 Points only with Hoskins Road/Plank Road and Severs Avenue, which were both renamed West Trade Street in 1925 to extend West Trade Street from Uptown, thus making a symbolic connection to the Native American trading route of Trade Street and Tuckaseegee Road, one of the two regional trade routes,

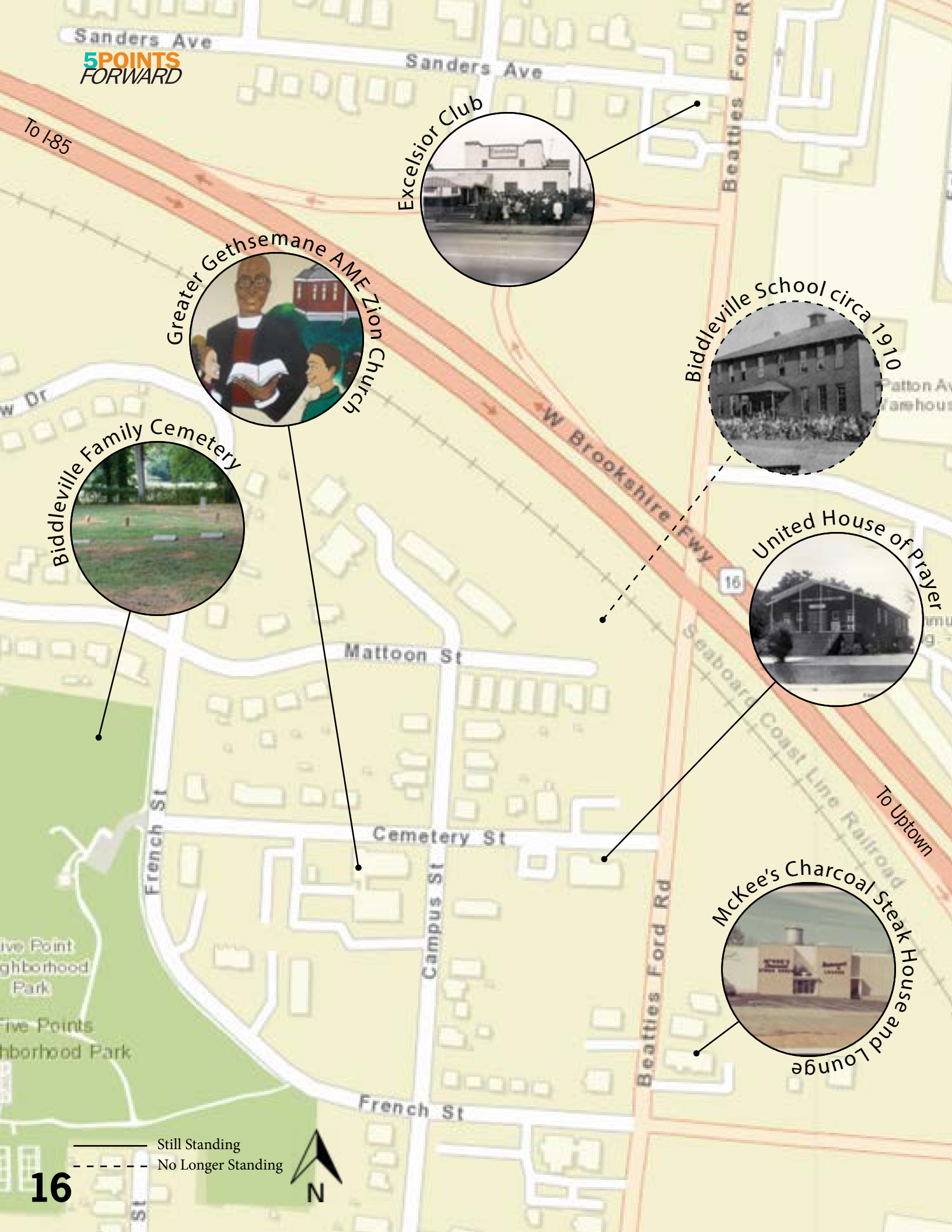
*This is the best we can infer from the clues left in the Charlotte Observer archives regarding the likely origin of the name “5 Points”, which began appearing in the early 1920s. Another source to the naming could be the close by connection to Martin Street (we welcome another reading on this). West 5th St. was extended to connect to 5 Points only in the early 1950s, creating a six leg intersection, but the “5 Points” name stuck.

Douglas Martin's 1957 World Press Photo of the Year is a record of one of the iconic events in the struggles to advance civil rights following the landmark Supreme Court decisions in the 1950s-1970s. The image of a Biddleville resident, Dorothy Counts-Scoggins, walking resolutely to Harding High School that September 4th, "with history jeering at her back" - as James Baldwin put it in reflecting on its impact on a turning point of his life - would circulate the globe and forever signal the resolve of a generation of African Americans to enact a blueprint of justice for our lives. Breathing with the lessons of our forebears, and a vision for the Beloved Community, we directed our lives with a poised forward walk that surmounted age-old barriers.

With that resolute, face-forward gaze as an inspiration, 5 Points Forward is our initiative to advance our paths toward justice and equity. This is part of that history that we are carrying forward.



Dorothy Counts, September 4, 1957



Historic Landmarks of the WEST END

This section of the report acts as a guide to many of the significant landmarks that hold the history of the communities of 5 Points. Following Beatties Ford from the bridge over the Brookshire Freeway in the north to where it transitions to Trade Street and passes under I-77 in the south, these are the structures and landmarks that play significant roles in the rich history of our business district.

The Excelsior Club, the first African American nightclub in Charlotte, was founded in 1944 by Biddleville resident Jimmie McKee, who would also establish the McKee's Charcoal Steak House. He would renovate the Excelsior in 1952 to adopt its current Arte Moderne look, imitating the social clubs of its era (like Harlem's Cotton Club).



The original home that became The Excelsior Club

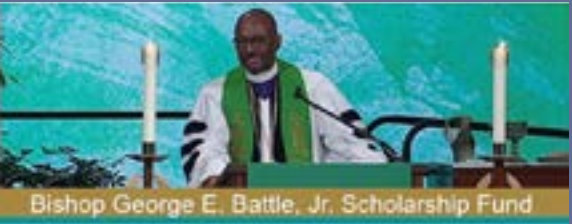


The original home that became The Excelsior Club

1962 Aerial Photo of Beatties Ford Road. The Biddleville School, a casualty of the Brookshire Freeway's construction, can be seen in the center next to the rail crossing.

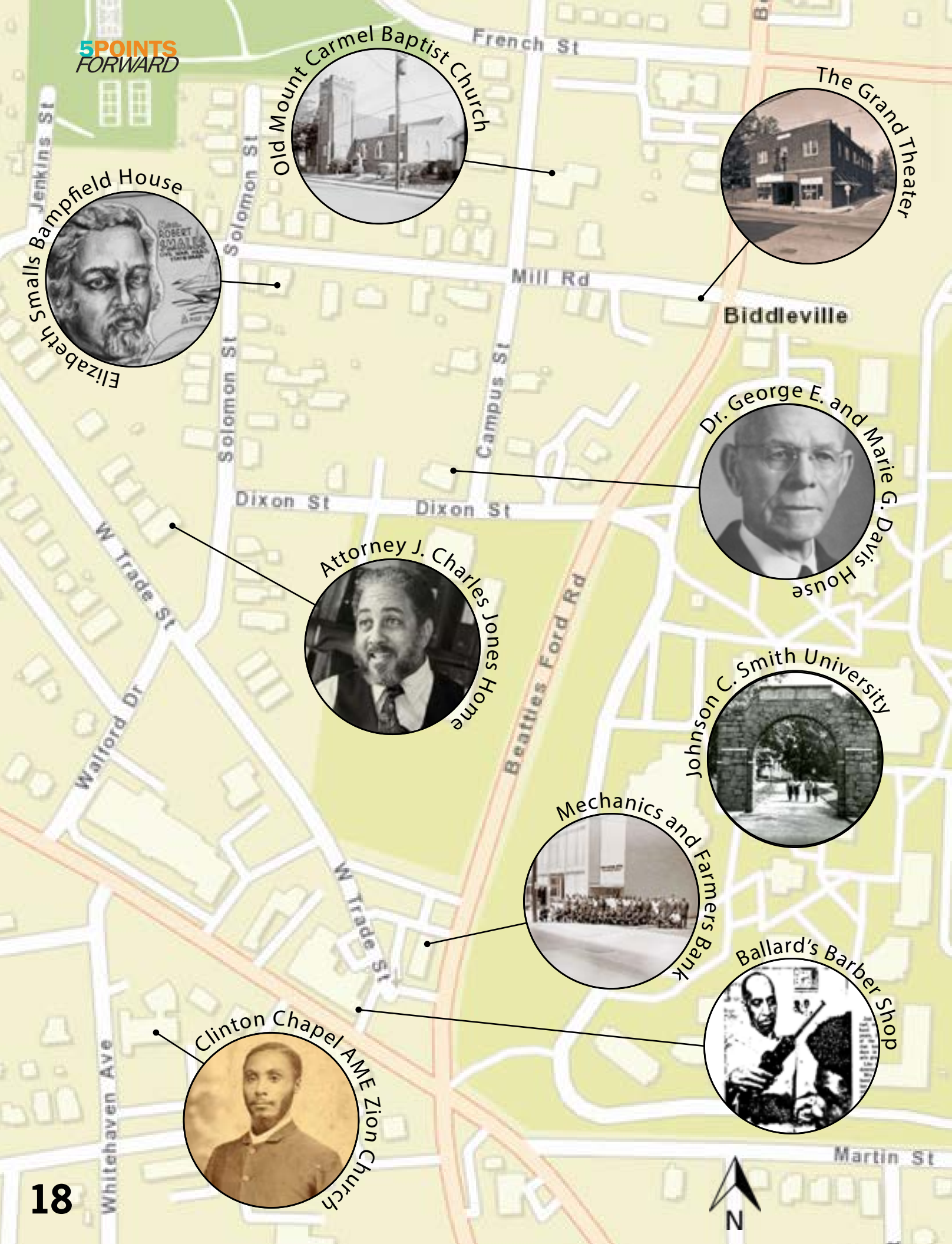


Class from the Biddleville School



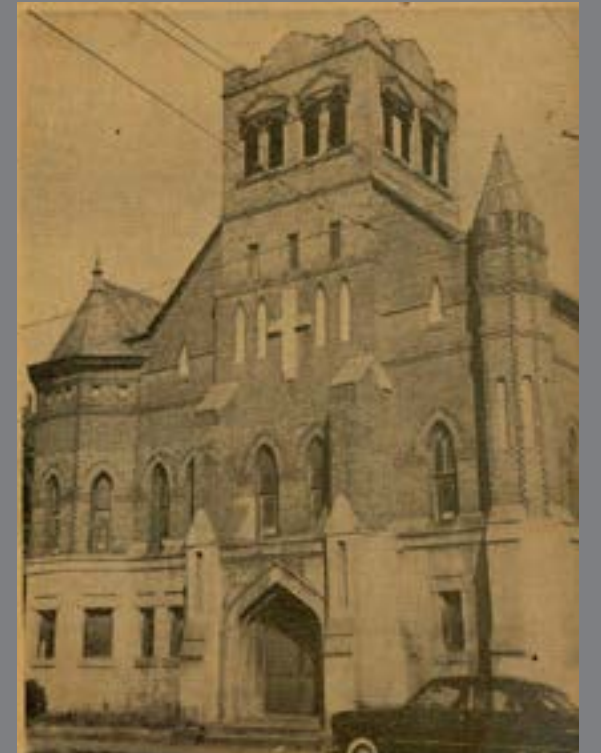
Bishop George E. Battle, Jr. Scholarship Fund

Atrium Health has started a fund to provide continued higher education to those living in underserved communities. It is named in honor of Rt. Rev. George E. Battle, Jr., Senior Bishop & Presiding Prelate of Greater Gethsemane AME Zion Church, for his lifelong advocacy for at-risk scholars and his community work in the West Side.



Historic Landmarks of the WEST END

1962 Aerial Photo of Five Points



Meeting since 1810, Clinton Chapel AME Zion Church is the oldest continuously meeting African American congregation in Charlotte. The original Clinton Chapel, shown above, was located at Mint Street and W. 2nd Street in Third Ward. The congregation moved to its current Seversville location in 1966.



Dr. George E. Davis, the first Black professor at the Biddle Institute (JCSU's former name) served as a Rosenwald agent funding community schools across North Carolina, a good reason why North Carolina built more Rosenwald schools than any other state. As Tom Hanchett observed, this role had made him the "highest placed Black government official in the State".

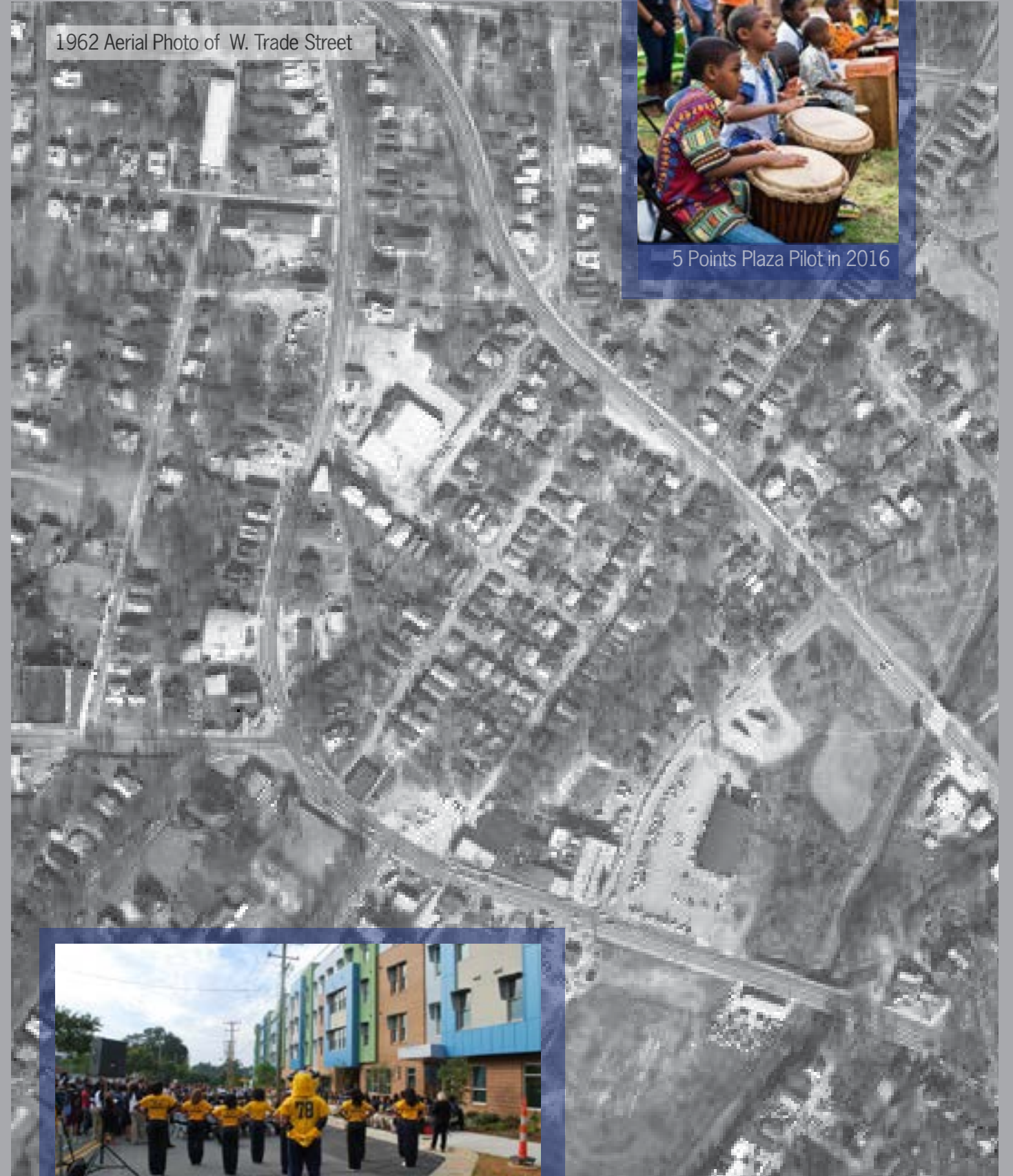


The only African American former movie theater still standing in Charlotte, the Grand Theater is a rare landmark that could still function as a cultural venue. A Sign of the Times is proposing to utilize the Grand as a "Black Research and Performing Arts Center" (BRePAC) with a 210-seat multimedia performance space.



Historic Landmarks of the WEST END

1962 Aerial Photo of W. Trade Street



5 Points Plaza Pilot in 2016



Mosaic Village's Grand Opening in 2012

HISTORIC WEST END RESIDENTIAL

ROMANESQUE REVIVAL / GREEK REVIVAL



Minimal Traditional (Mill Cottage)



Craftsman



Bungalow



Mary A. Carter Hall

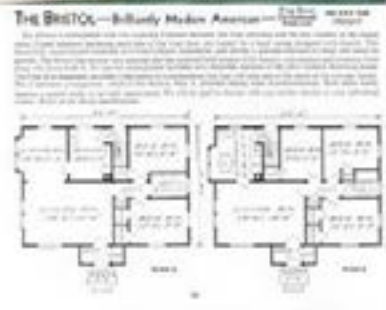


Biddle Hall



Carnegie Building (old Library)

TYPOLOGY & EXAMPLES



Our Architectural Heritage

Resident feedback and the direction of our landowner and cultural stakeholder group emphasized the need to create a common set of architectural prerogatives for new development. The following principles will create a varied yet contextually respectful and cohesive built environment for all new development in the 5 Points Business District. Three common yet distinct historic architectural styles create the distinctive feel of within the corridor study area, which architecture design teams must reference and complement using the following three “Heritage Principles”...

Heritage Principle #1 - Protect the Residential Edge. The historic fabric of Biddleville, Seversville and Wesley Heights is primarily composed of the mill village single family homes of the early 20th Century, as well as the Craftsman and various bungalow styles used in the 1920s for middle class homes. New development must protect the character of this surrounding residential fabric.

Heritage Principle #2 - Reinforce the Historic Collegiate Environment at the edge of the JCSU Campus. One of the primary aims of 5 Points Forward is to advance the vision of the JCSU Campus Master Plan in creating a thriving mixed use corridor along Beatties Ford Road that animates the student life of the campus. Examples of these commercially vibrant corridors at the edge of campuses include Harvard Square in Cambridge, Massachusetts, Franklin Street at the edge of the UNC campus in Chapel Hill, and, more locally, Main Street in Davidson, NC.

The historic architecture of the JCSU campus is composed primarily of late 19th Century Romanesque and Greek Revival buildings. New development should honor these historic jewels by reinforcing the built edges of the spaces created in front of these buildings. New development should attempt to complement the historic buildings and not overshadow, compete with or detract from the special historic feel of the campus. Creating vital and comfortable public/collegiate spaces is a key.

ART MODERNE / STREAMLINE MODERN

JAZZ AGE & HARLEM RENAISSANCE

Vest Water Treatment Plant

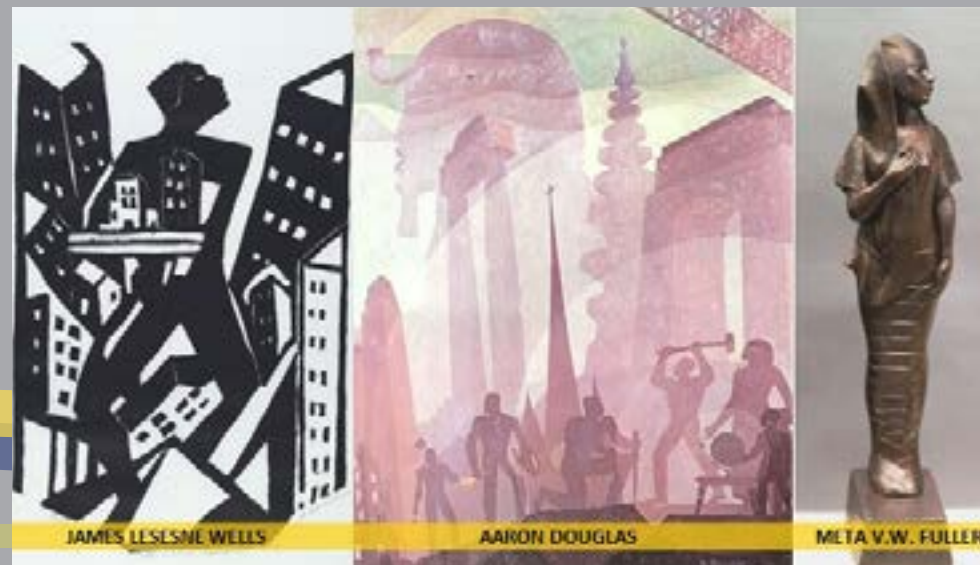
Excelsior Club

Grand Theater



Harlem's Cotton Club is an architectural and cultural reference point to the supple Jazz Age modernism that spurred the era of the Excelsior Club in Charlotte, an age of tremendous cultural, political and artistic innovation - the age of the Harlem Renaissance.

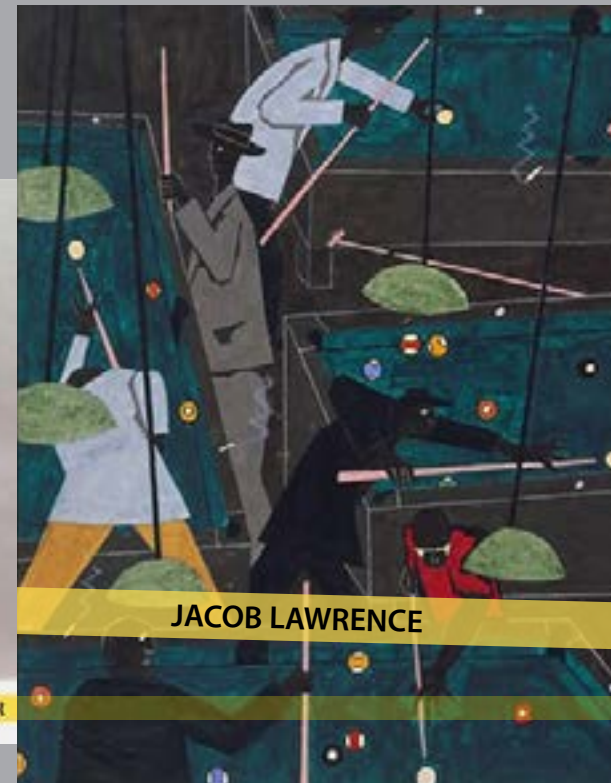
Heritage Principle #3 - Link to the Historic West End's Works of Cultural Creation. The past and present works of African American heritage are creating a new vanguard in the Historic West End. Artists are reclaiming the chords of the ancestral "manifest future". We are reinvigorating the trajectories recast by Romare Bearden and the Harlem Renaissance, the jazz legends, and the artists of the Great Migration. And we are rerooting these influences in the Historic West End with the help of our local home-grown talents, as represented by such creators as T'Afo Feimster, Tyrone Jefferson, Georgie Nakima, Sloane Siobhan, Abel Jackson, and many others.



JAMES LESLESNE WELLS

AARON DOUGLAS

META V.W. FULLER



JACOB LAWRENCE



AUGUSTA SAVAGE



ROMARE BEARDEN

RECLAMATION

WEST END RENAISSANCE



MANIFEST FUTURE COLLABORATORS:

GEORGIE NAKIMA

AND

SLOANE SIOBHAN

instigator/curator: JANELLE DUNLAP

This is what we asked.

Good urban design begins with conversations and asking questions. It requires is talking with new and old residents alike; speaking with business owners and community groups. You need to understand the perspective of the stroller moms and the retirees. The more you listen, the more you know.

In early spring of 2020, the design team began in-person meetings with stakeholders, community leaders, and residents. When COVID restrictions began, the team switched to online gatherings and surveys. We doubled the number of planned meetings to reach as many people as social distancing would allow. We extended online surveys to as many groups as we could. We created a Facebook group and reached out on NextDoor. When protocols allowed, we masked up to engage people at the Huetifull festival during the summer of 2020. In all, we spoke with over 250 residents and numerous community groups.



This is what we learned.

Before the 5 Points Forward team began any design work, it was necessary to synthesize the hundreds of comments and hours of conversations with residents, stakeholders, and community leaders into key points. We call these key points Community Goals. They are eight guiding forces that underlay design decisions made in the master plan.

Goal 1: Embrace History

Unlike other districts in the city, the West End has an authentic history that is integral to the Charlotte Story. With so many people arriving in Charlotte each year, it is easy for this history to get washed away with the enthusiasm of newcomers. One of the 5 Points Forward plan goals is to acknowledge and preserve the area's rich history.

Goal 2: Building community involves community building.

Creating a vibrant community requires connecting people, organizations, and places for shared stewardship of the district. As fast as Charlotte is growing, the 5 Points Forward plan will not be fully realized within a few years or even within a decade. It will unfold over time, with the natural ebb and flow of economic, social, and political considerations. It must have stewards for the vision to endure - people, groups, and organizations connected by a shared vision and goal for the area. The team's continuing effort is to look for these individuals and provide introductions and connections that may carry the plan forward.

Goal 3: Inclusion is Vital

As the district develops, it must avoid becoming an affluent and economically exclusive community. The West End is one of Charlotte's last pre-World War II neighborhoods to undergo the transformation that has gripped other neighborhoods like Wilmore, Plaza-Midwood, and Cherry. Those areas' racial and economic diversity was lost, and with it, the cultural authenticity and vibrancy. This must not become the fate of the West End.



Goal 4: Great neighborhoods need vibrant retail

Residents of the district should not have to leave to buy necessities and services of daily life, including fresh foods. Shops, services, restaurants, bars, and entertainment are necessary to sustain vibrant neighborhoods. The plan includes spaces for these businesses of all scales.

Goal 5: Five Points is Charlotte's welcoming note

The district's location along Interstate 77 and the Brookshire Freeway is the visitor's introduction to Charlotte. It is where visitors begin their Queen City adventure. It is where commuters start and end their professional day. It's where the young and young at heart start their night out. It's Charlotte's Welcoming note.



Goal 6: Balance equal parts of things urban & natural

Manhattan has Central Park, and Yellowstone has its lodges. Humans need natural and man-made environments. The 5 Points Forward plan provides access to both.

Goal 7: Provide active indoor and outdoors spaces

Active indoor and outdoor spaces allow for a variety of programs that can change with the needs of the area.



Goal 8: Arts + Music are a must.

Over the years, Charlotte has lost some great small music venues like the Excelsior Club, the Double Door Inn, and Tremont Music Hall. Additionally, artists around Charlotte are looking for places to showcase their work. The West End offers a place to apply their trade and to vibe with other like-minded creatives.



The Process

Who

The Historic West End Partners spearheaded the process with a grant from the Knight Foundation and the Griffin Brothers Companies. Neighboring Concepts, Shook Kelley, and the Mecklenburg Bar Association donated services in kind. The team has engaged in a master planning process for the region bounded by Interstate 77 to the South, the Brookshire Freeway to the North, and encompass areas directly adjacent to the Gold line streetcar. The outcome of the master planning process was shared with the various stakeholders throughout the city for input, modifications, and support.

What

The process included the following:

- Demographic data gathering and analysis of the district and surrounding neighborhoods.
- Study of the 5 Point Forward area to other precedent districts of Sweet Auburn (Atlanta, GA), 18th & Vine (Kansas City, MO), Jackson Ward (Richmond, VA), Bronzeville (Chicago, IL), and H Street (Washington, DC).
- Assessment of Transit-Oriented Development (TOD) zoning overlay for the streetcar line.
- Focus group meetings with various residents, landowners, business operators, civic organizations, and faith communities.

- Discussions with the key parcel owners within the study area.
- Conceptual analysis of the existing interstate connections at 5th and Trade Streets.
- Local and national precedents for interstate reclamation.
- Informal review with city and state agency staff
- A general public unveiling of the final plan

When

The master planning work started in the fall /winter of 2019 and continued through the spring of 2021.

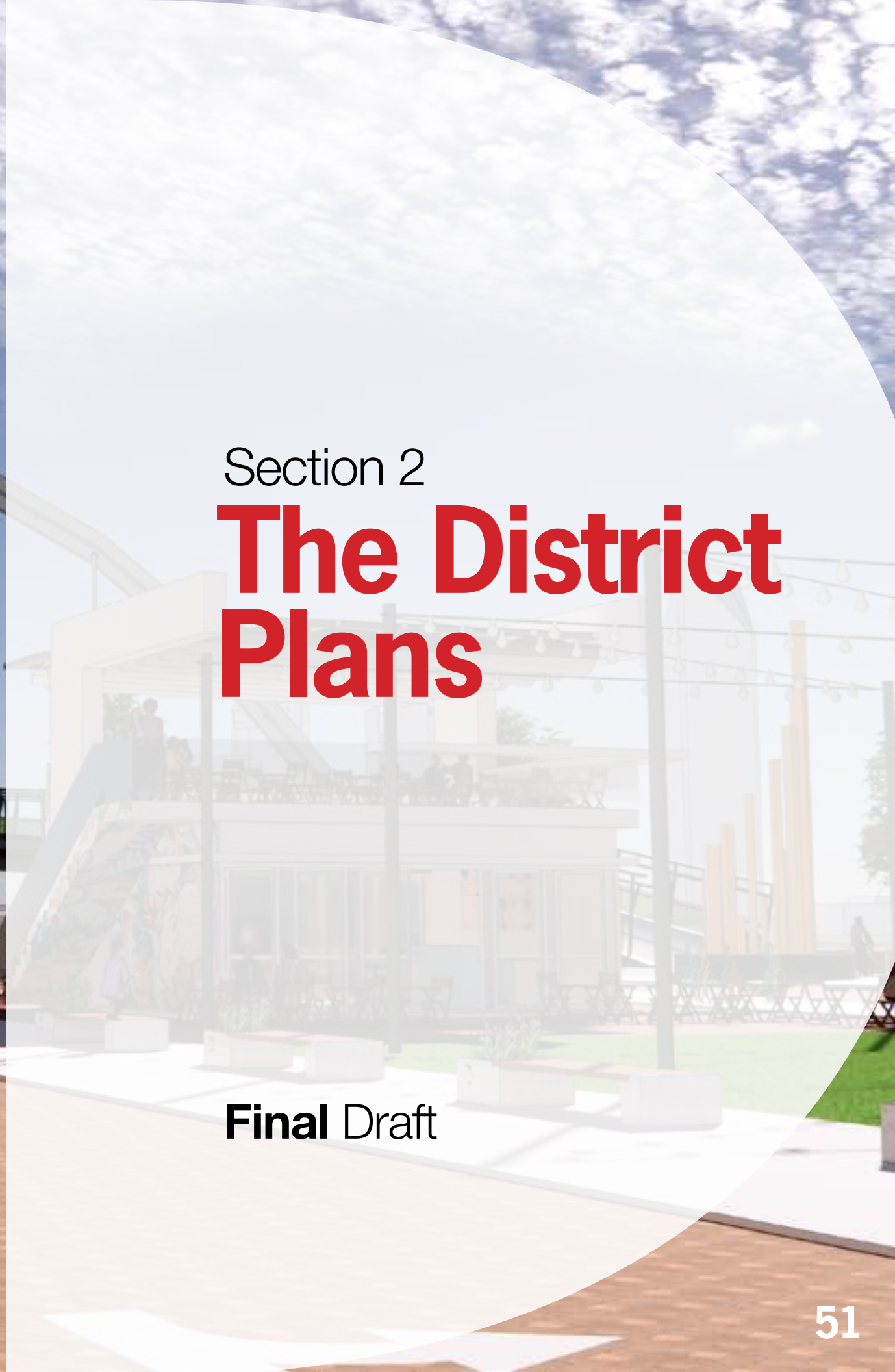
Design Team

Historic West End Partners
J'Tanya Adams

Neighboring Concepts
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Eric Orozco, AICP
Annette Bajema

Shook Kelley
Terry Shook, FAIA
Chris Muryn
Kenneth Grooms
Larry Zinser
Henry Stepp

Place Progressionists
Dr. Tom Hanchett
Quintel Gwinn
Tyrone Jefferson



Section 2

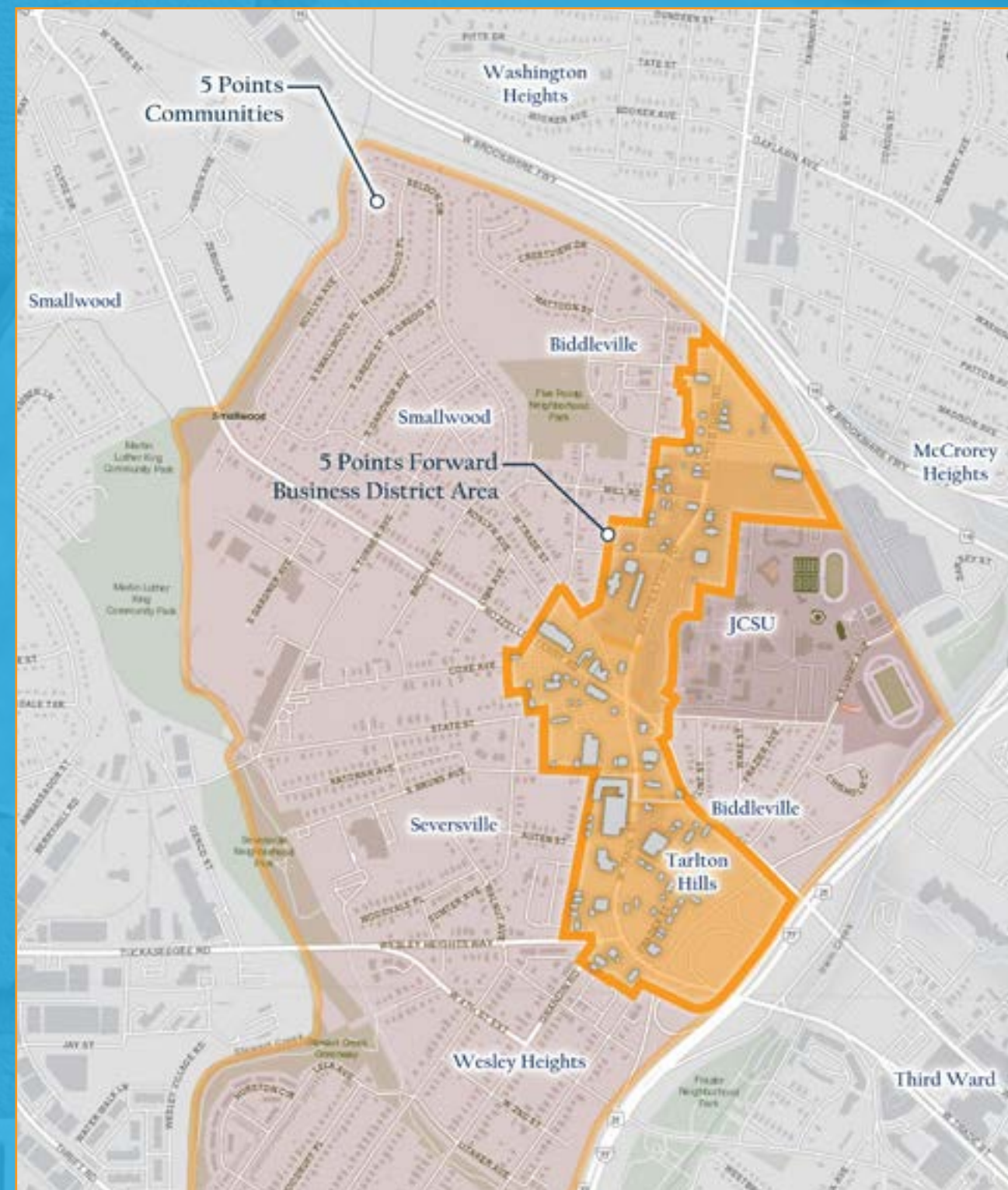
The District Plans

Final Draft

The 5 Points District

The 5 Points Business District is centered along the CityLynx Gold Line Corridor, from I-77 to the Brookshire Freeway. This area represents the commercial core of the surrounding neighborhoods and visitors' introduction to the West End. It includes commercial and institutional parcels as well as some residential and multifamily lots. Many long-term residents and businesses live and operate within the boundaries of this district. Through strategic and aspirational moves, this plan supports existing businesses and residents while suggesting new ideas and opportunities to create a complete cultural and commercial center.

The complexities of invigorating a well-established neighborhood's commercial core extend well beyond this plan's boundaries and focus areas. Indeed, the commercial

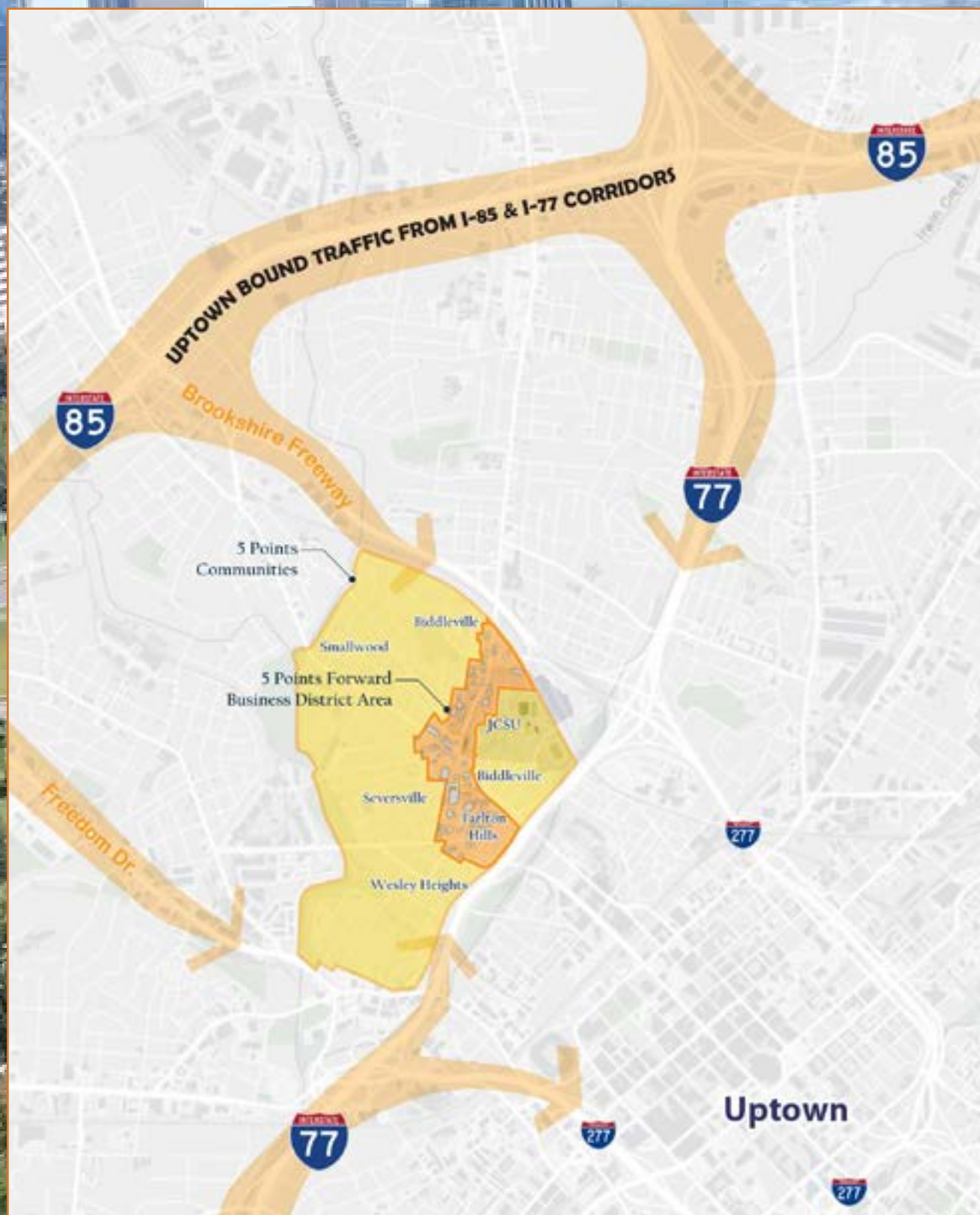


core's ultimate success depends on the continued revival of the surrounding residential neighborhoods and the ongoing commercial growth along Beatties Ford Road west of the I-77 Freeway. What will happen in the 5 Points District may be viewed as starter dough for the rest of the West End. It can and should be tweaked and modified as growth continues along the corridor and throughout the greater West End.

Importantly, this plan does not exist separate and apart from the social, legal/regulatory, economic, and other realities and perceptions that envelop the neighborhood. The reality, of course, is fundamentally important. However, perception—and perhaps more to the point, an understanding of existing perceptions together with conscious acts taken to change them—is exceedingly essential. A plan that both relates to our roots and embraces conscious management of perceptions held about the West Side is paramount.



Image: Georgie Nakima and Sloane Siobhan



Where We Are

While the 5 Points communities are typically described by the bounded geographic markers of I-77 and Brookshire Freeway, these edges can turn us back from seeing our relationship to the whole city. In some sense, these border-makers have become so much a part of our community identity that they hem in our imagination. What is beyond them is “not ours” and this can continually sideline us from the ways that 5 Points can relate to the city. But if we allow ourselves another vantage, 5 Points is not just another neighborhood business and educational district in the city. 5 Points is on the cross-roads, not the edges. Not only does the name “5 Points” represent a convergence - a nexus of roads that radiate to the greater West Side, we are on top of that the primary gateway district to the visitor’s first experience of Center City. We are the visitor’s first impression of Center City for those traveling via the I-85 Corridor from the populous regions of the Piedmont. In the not too distant future, those travellers will be able to park and take the streetcar to Center City destinations. What’s more, Johnson C. Smith’s Biddle Hall sits prominently on the highest point in Center City. We occupy, thus, the prime location in Center City to serve as Charlotte’s “welcome note”.

**5 Points is on
the crossroads,
not the edges.**

Focus Areas

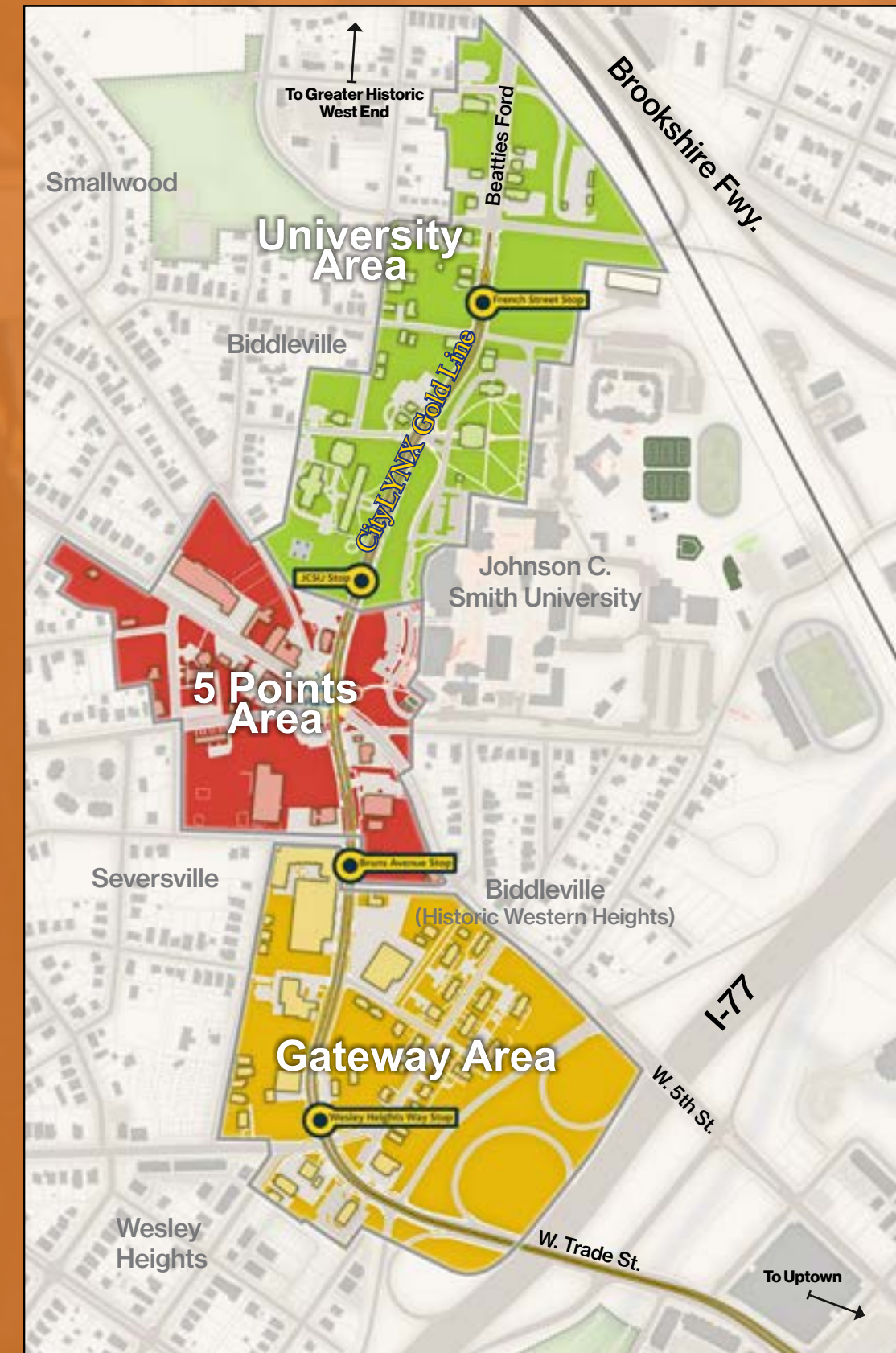
Within the district, the 5 Points Forward team identified three focus areas.

They are:

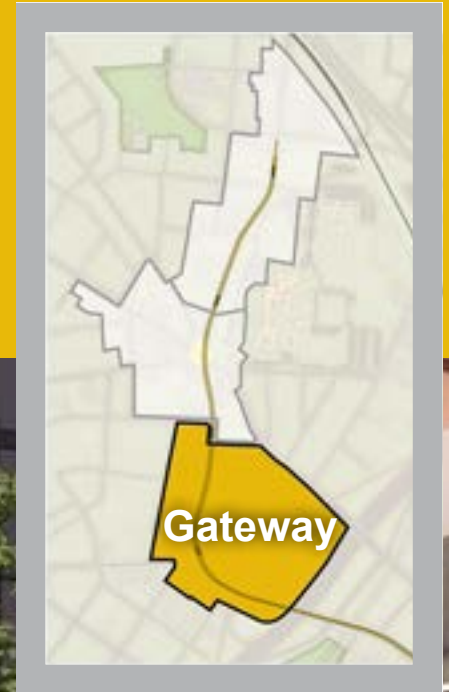
- **Gateway Area** - This area is approximately bounded by I-77, Trade St, 5th St, and Burns Av.
- **5 Points Area** - This focus area is centered around the intersections of Trade St, Fifth st, Beatties Ford Rd and Rozzelles Ferry Rd.
- **University Area** - This area extends along Beatties Ford Rd to the Brookshire freeway.

We identified each of these areas due to a combination of actual or perceptual boundaries as a result of street patterns, existing public spaces, land ownership, parcel sizes, or development models. We evaluated each of the districts accordingly:

- Its vision—how it will be experienced, enjoyed, supported and known.
- The street transformations that will facilitate the quality and extent of the pedestrian experience.
- Existing and successful businesses, offices and retail.
- Existing housing — or opportunities that should be advanced.
- Potential for new businesses and neighborhood-originated retail.
- Likely parks, recreation, and civic areas.



The Gateway Area



Gateway Promenade

The Gateway Area

The Challenge at the Gateway

Re-engaging the highway that severs West End from Uptown.

The approximately 35 acres of the Gateway Area are bound by I-77, Duckworth Ave, Bruns Ave, and W. 5th St. Historically, the valley along Irwin creek between Morehead and 5th streets was never fully developed, with most Uptown streets terminating near the creek. Only Trade, 5th, and Morehead streets continued across the creek. The creation of the Biddleville Institute in 1871, (now Johnson C. Smith University) kicked off the development surrounding neighborhoods. Additionally, Charlotte's early streetcar system connected the area to Uptown along Trade Street in the early 1900s.

The construction of Interstate 77 coincided with "white flight" in the 1960s and led to isolating effects in the area. The car-dominant and land-gulping cloverleaf interchanges at Fifth and Trade streets removed existing roads and severed neighborhood street grids. Summit Avenue, which at one point used to run interrupted from JCSU to South End, is bisected twice by I-77. The interchanges removed an entire section of Andriell Terrace. We have the opportunity to correct this.

Traffic engineers have long acknowledged the inefficacy of cloverleaf interchanges in compact, urban environments. Policymakers are recognizing the detrimental effects manifested by 1960s era highway building and urban renewal programs. There is now a growing movement to redress these mistakes.



I-77 at the Gateway Area - 1960



I-77 Construction



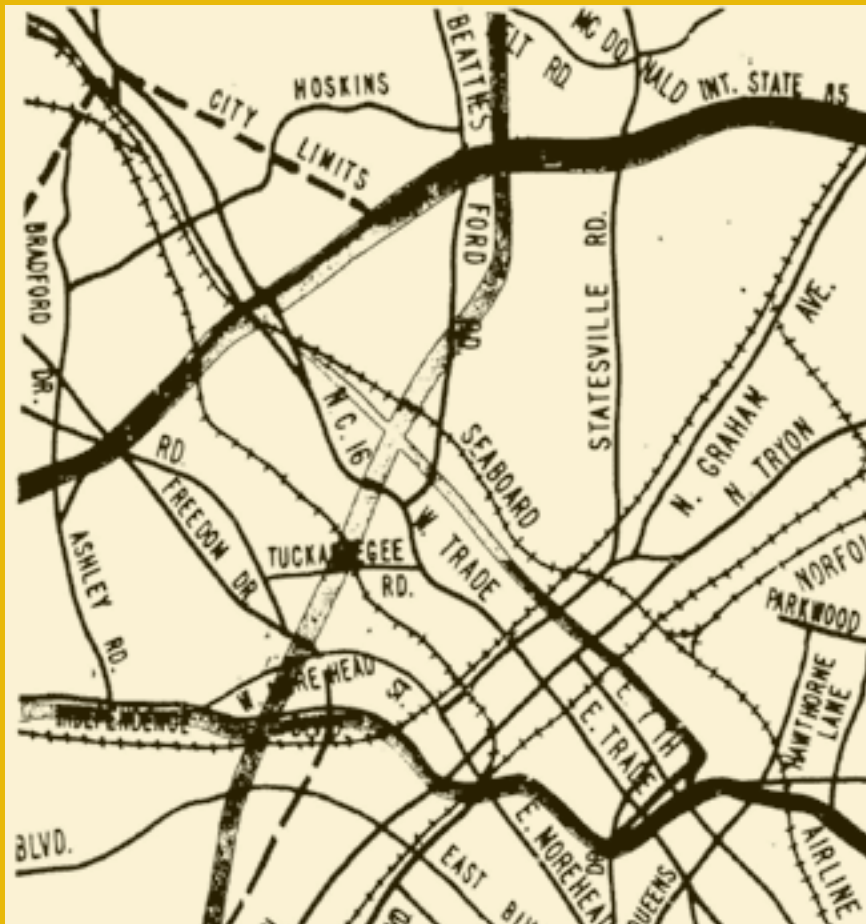
Urban Renewal in Charlotte



I-77 at the Gateway Area - 2020

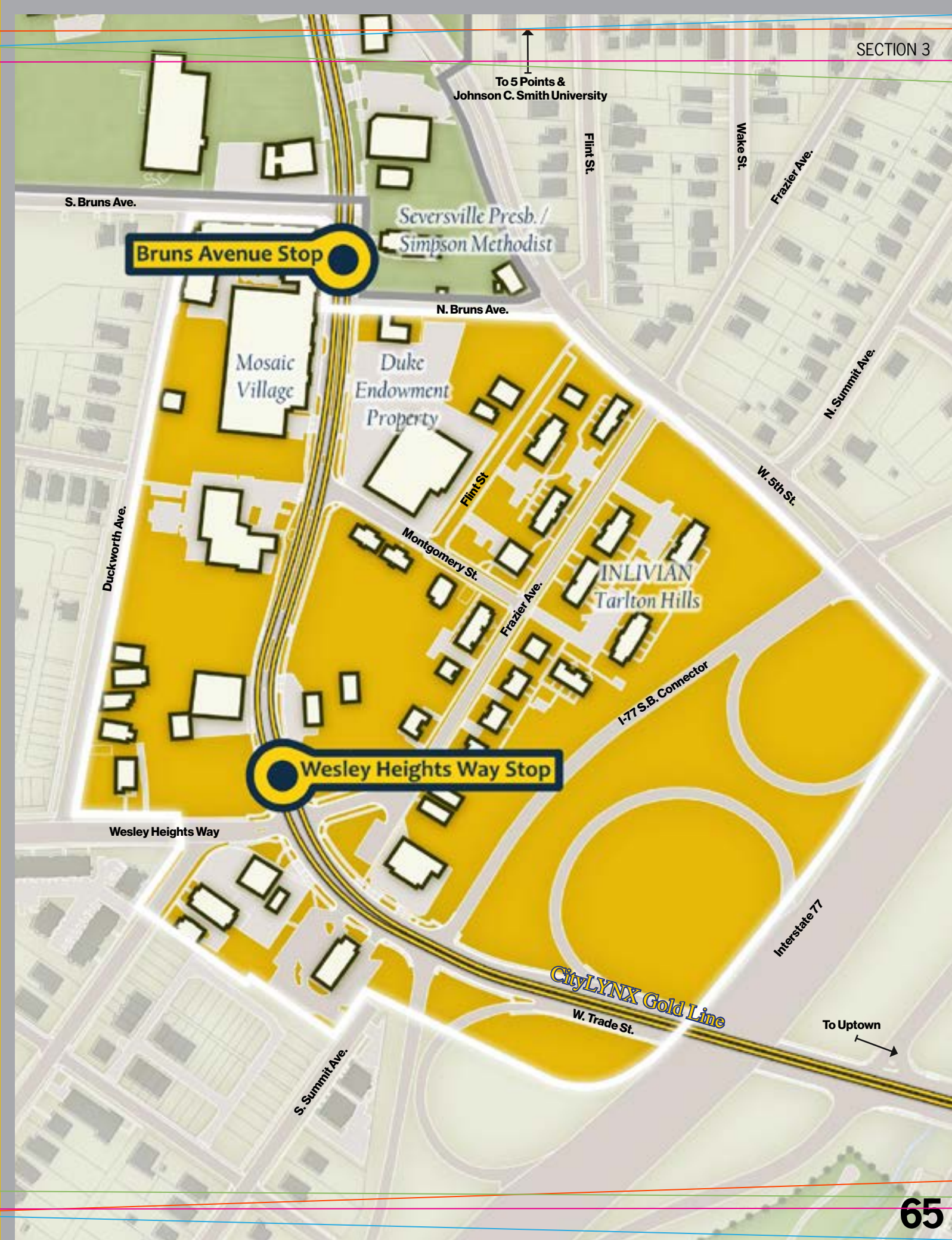
The Gateway Area Past & Present

The need to redress the impacts of highways on the West Side did not begin with us. They were quite evident at the very beginning. “Basically, the westsiders feel themselves as a people besieged - trapped on all sides by encroaching industry, proliferating highways, and a shortage of the amenities that people in other parts of town have come to take for granted.” - So reported the Charlotte Observer staff writer Frye Gaillard during his profile of West Side leaders like L.C. Coleman in 1975, during the early days after highways splintered the communities in the West Side and neighborhood leaders reacted to salvage the area from the ensuing effects. The vacuous border of I-77 today at the gateway to our business district remains a symbol of that era of neglect and community erasure. But as the recent I-77 underpass improvements at West Trade Street today attest to, that will all soon change...



Among those left combatting the immediate impacts left in the wake of highway building projects in the West Side were Biddleville resident L.C. Coleman (above). The namesake of L.C. Coleman Neighborhood Park, he was head of the Westside Improvement Association, an organization that championed efforts to bring better community services and recreation facilities to the West Side. (Photo: Charlotte Observer, September 1, 1975)

In one of the early studies for the I-77 Corridor, a highway alignment on the west side of 5 Points was initially contemplated. Note that the alignment would have taken out much of the neighborhoods and businesses directly along Beatties Ford Road, including the heart of historic Washington Heights. That it was even contemplated reflects the kind of moves of dislocation that West Side community leaders had to contend with during Charlotte's highway building era.



The Gateway Area Vision & Transformation

It has been five decades since L.C. Coleman and many others began fighting the forces of division and neglect, but our vision for community-wide empowerment appropriately has begun to be redressed here at the gateway to the West End. The key is to smash the I-77 barrier once and for all as a perceptual barrier. With the memory of Dorothy Counts's walk to Harding High School top in mind, we will reclaim the 77 interchange areas and memorialize the pursuit for justice and equity with a signature, landmark pedestrian bridge knitting us to Uptown. Thus we will create a point of arrival with a thriving, mixed-use and mixed-income cultural district that serves as Charlotte's "Welcome Note".



Gateway Area Model



Gateway Area Plan

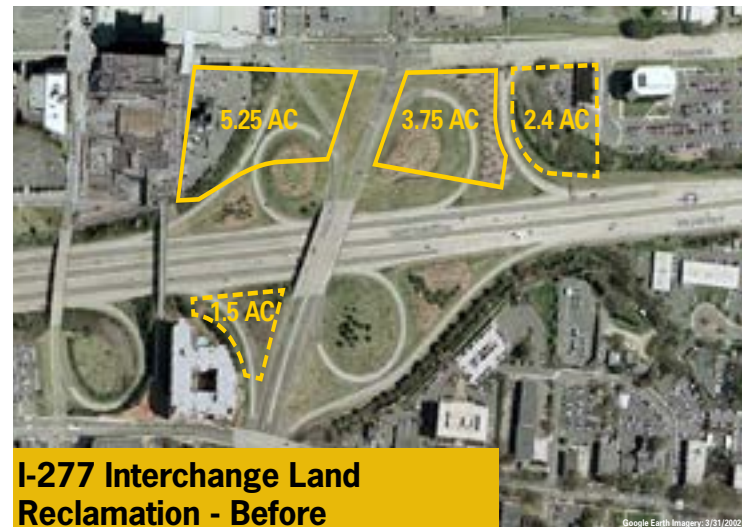
The Gateway Area

Redressing Interstate 77

Re-engaging the highway that severs the West End from Uptown.

The Gateway area plan proposes to reclaim a significant part of the I-77 right-of-way by reconfiguring the 5th and Trade street interchanges. Currently, I-77's express lanes end just north of the area at the Brookshire freeway. NC DOT has plans to extend these express lanes south to the state line. This will require reworking both the 5th and Trade street interchanges. The plan proposes to replace the existing 5th street side-loaded on and off ramps with mid-bridge ramps similar to ones in use at Lakeview and Hambright exits on I-77. A roundabout terminates the southbound entrance and exit ramps at Trade street. A traffic signal would allow the streetcar to proceed through the roundabout. The northbound entrance ramp at Trade street is adjusted to enter I-77 under the Fifth street bridge. The northbound exit ramp at Trade street would remain essentially unchanged. This reconfiguration reduces the interstate's right-of-way and frees approximately twelve acres for redevelopment. The plan allows for the reconnection of Summit Ave.

This type of reconfiguration has a precedent in Charlotte. In the mid-2000s, the South Blvd exit on I-277 was reconfigured to remove its cloverleaf interchanges. Today the reclaimed land is home, restaurants, a grocery store, and hundreds of apartment units.



5th St & Trade St. Interchanges Existing Traffic Flow



5th St & Trade St. Interchanges Proposed Traffic Flow



The Gateway Area

The Pedestrian Connections

Gateway Area's Foot Plan

The reclamation of the land around the interstate allows for the next big move - improving pedestrian connections. The construction of I-77 prioritized the movement of cars over people. This plan reverses that by focusing on the pedestrian experience and creating walkable connections to the surrounding neighborhoods and Uptown. Thanks to the construction of the streetcar line, some improvements are already complete. The widen sidewalk and pocket park on Trade Street at I-77 is one such improvement. Other improvements, like the pedestrian pathway connecting Duckworth Avenue to Trade Street, are planned and committed. However, other pedestrian connections, like the Fifth Street bridge, need improvements.

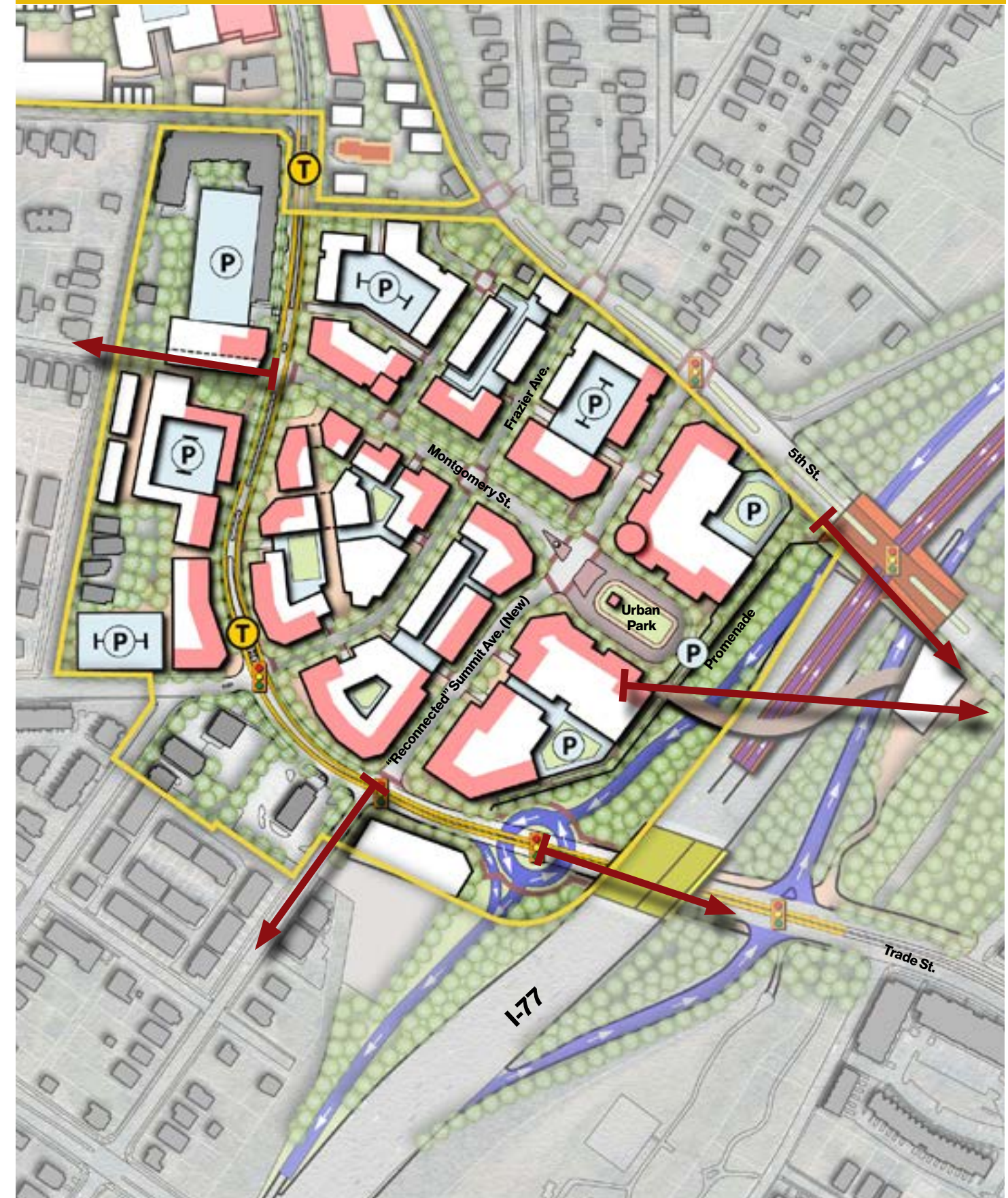


Enhanced Pedestrian
Interstate Underpass



Brooklyn Heights Promenade

Gateway Area - New Pedestrian Connections

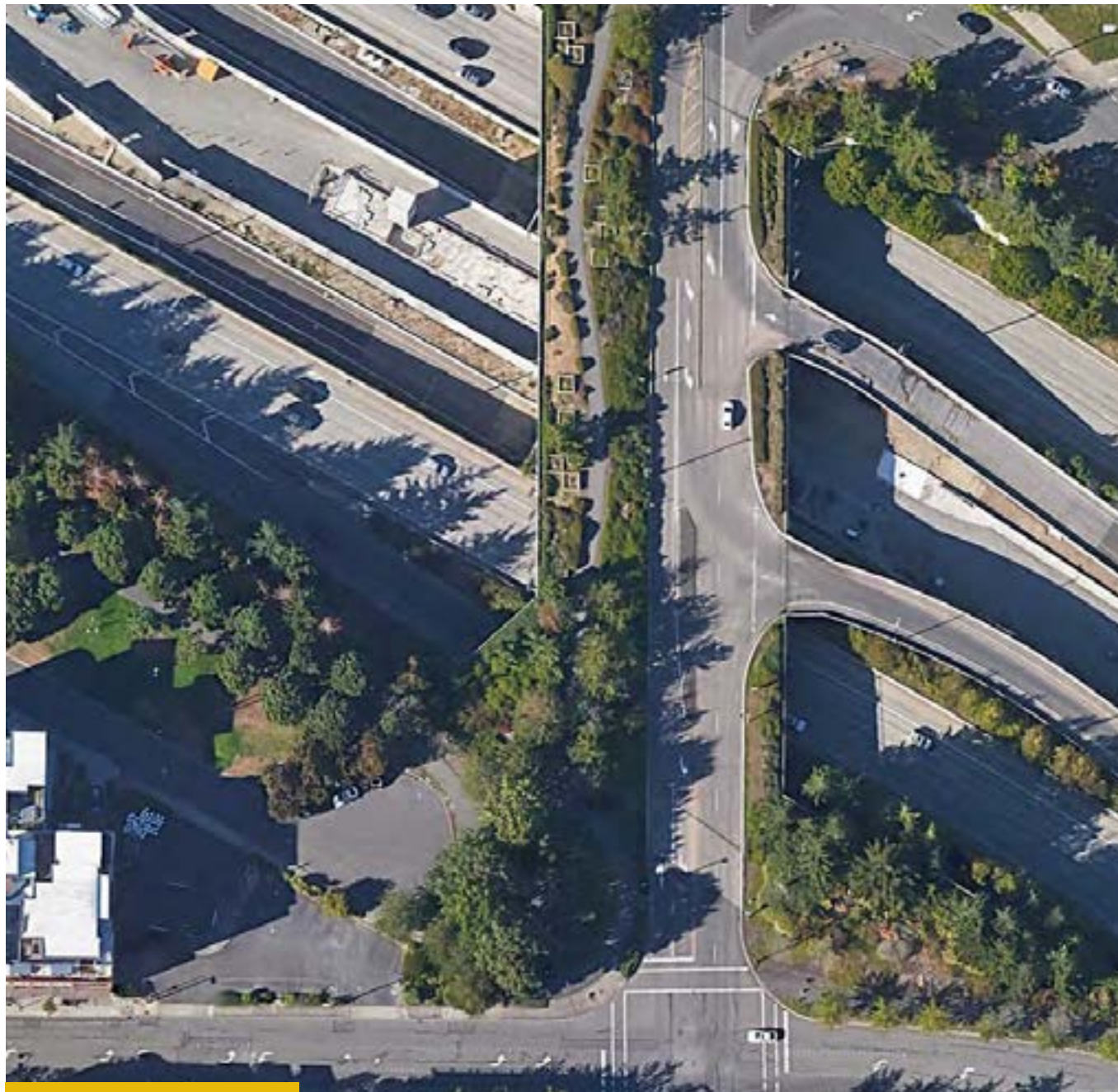


The Gateway Area

The Pedestrian Connections

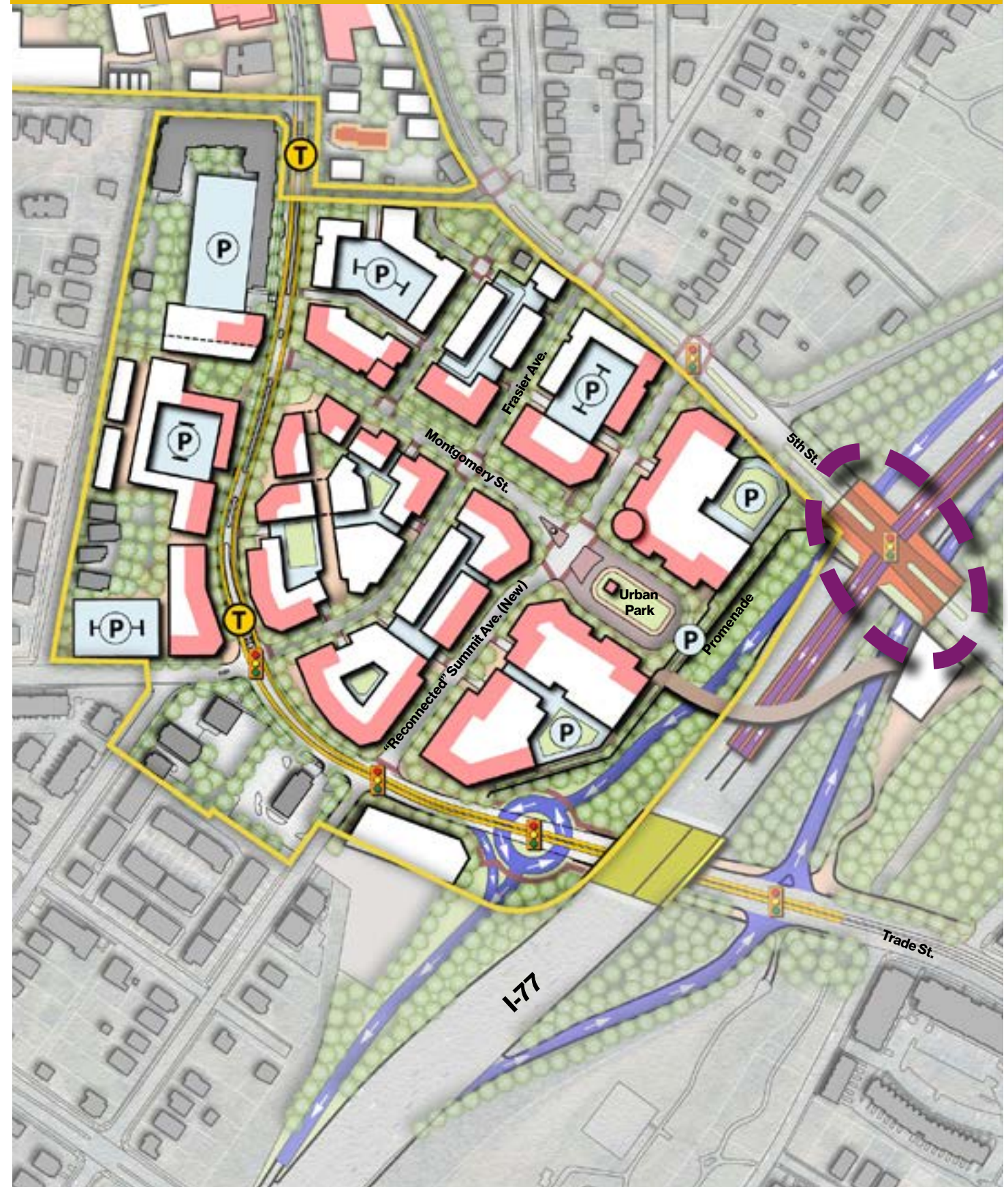
Gateway Area's Foot Plan

The Gateway Area plan proposes a few significant pedestrian improvements. The first is improving the walk across the Fifth Street bridge. This bridge may be replaced or substantially modified to accommodate the new express lanes and exits. As part of that work, the sidewalk should be widened to accommodate trees, lighting, and other mechanisms to physically and visually protect pedestrians from passing cars.



Proposed 5th St Bridge

Gateway Area - Fifth Street Bridge



The Gateway Area

Signature Pedestrian Bridge

A landmark introduction to Charlotte

The next proposal is a landmark pedestrian bridge crossing I-77. This bridge offers a third pedestrian connection to Uptown from the Gateway area. The bridge would also serve as a landmark to motorists on the interstate, letting them know they have arrived in Charlotte. It's Charlotte's welcome note.



Existing Area Pedestrian Bridge



Signature Pedestrian Bridge at Night

Signature Pedestrian Bridge

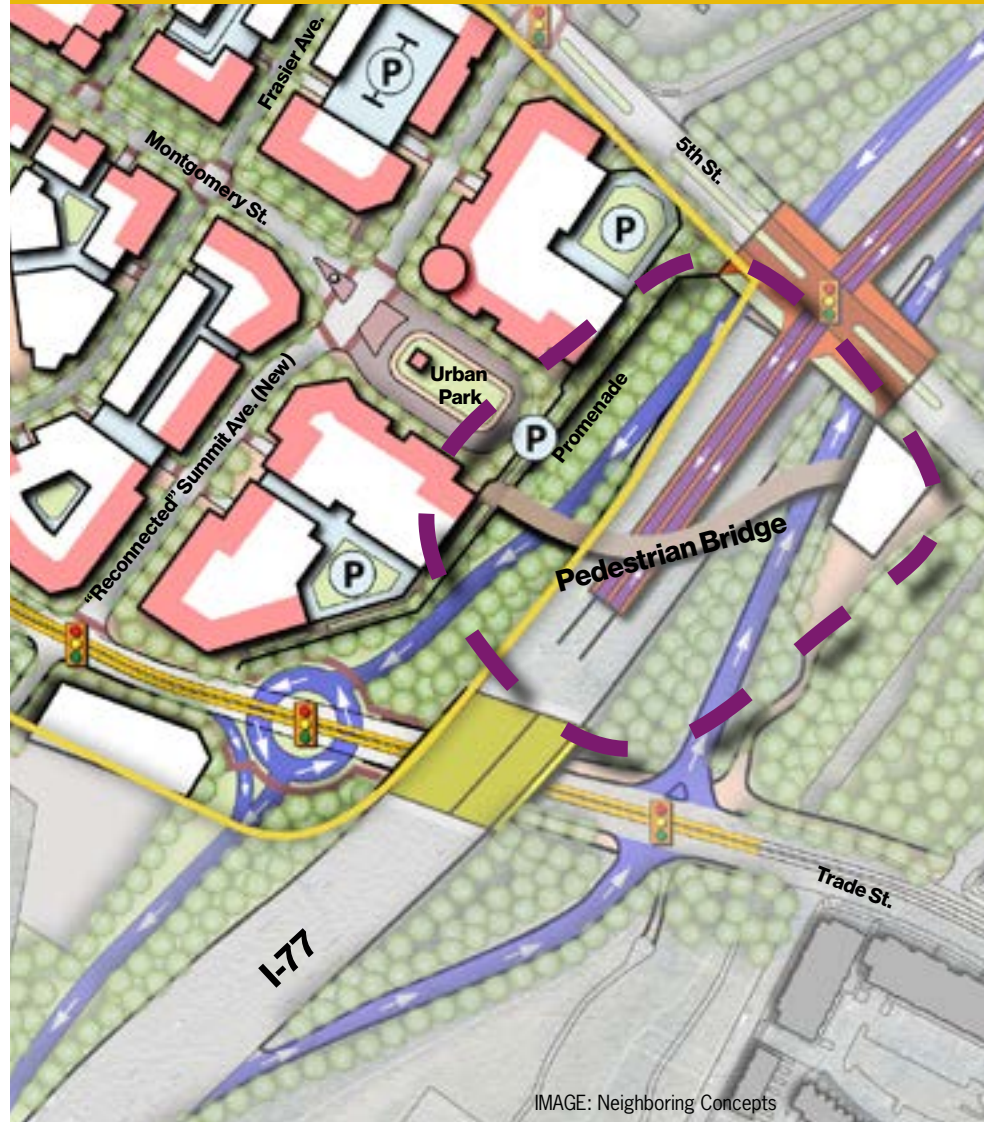


IMAGE: Neighboring Concepts



IMAGE: Shook Kelley

Signature Pedestrian Bridge

The Gateway Area

“Andrill Terrace” Promenade

Spectacular views of Charlotte’s skyline.

Finally, residents of the 5 Points District have known that the Gateway area has some of the best views of Uptown in the city. The creation of an urban promenade along the interstate would celebrate those views. Due to the topographical changes across the reclaimed highway land, the plan proposes several below-grade parking decks. Above these decks are mixed-used office and hotel buildings. Along the front edge of those buildings is a promenade - a linear urban park with amazing Uptown views. The Brooklyn Heights Promenade (1950) is a successful example of this type of urban promenade. Like the Gateway area promenade, it is adjacent to a highway with views of a city skyline. Side note: Most of the street, Andrill Terrace, was removed to allow for the construction of I-77. The proposed promenade is in the approximate location of the former road.



Existing Area of Urban Promenade



Promenade

Urban Promenade



The Gateway Area

Montgomery Street

Gateway Area's Central Street

The final big move is to reposition Montgomery Street as the Gateway Area's main commercial street. Montgomery's intersection at Trade Street and the streetcar line creates a "front door" to the area. The road has a moderate incline that crests at Flint Street before continuing down to an urban park and the promenade. Montgomery Street would be lined with shops, restaurants, and other ground-level businesses to activate the street. On one side of Montgomery, a linear park would extend from Flint Street to the reconnected Summit Ave. This park allows for art installations and other active uses, and additional seating areas for restaurants. A small urban park, similar to Campus Martius in Detroit, would terminate the street. The park will serve residents and office workers in the adjacent buildings.



Existing Montgomery St.



IMAGE: Shook Kelley

Linear Park



IMAGE: Shook Kelley

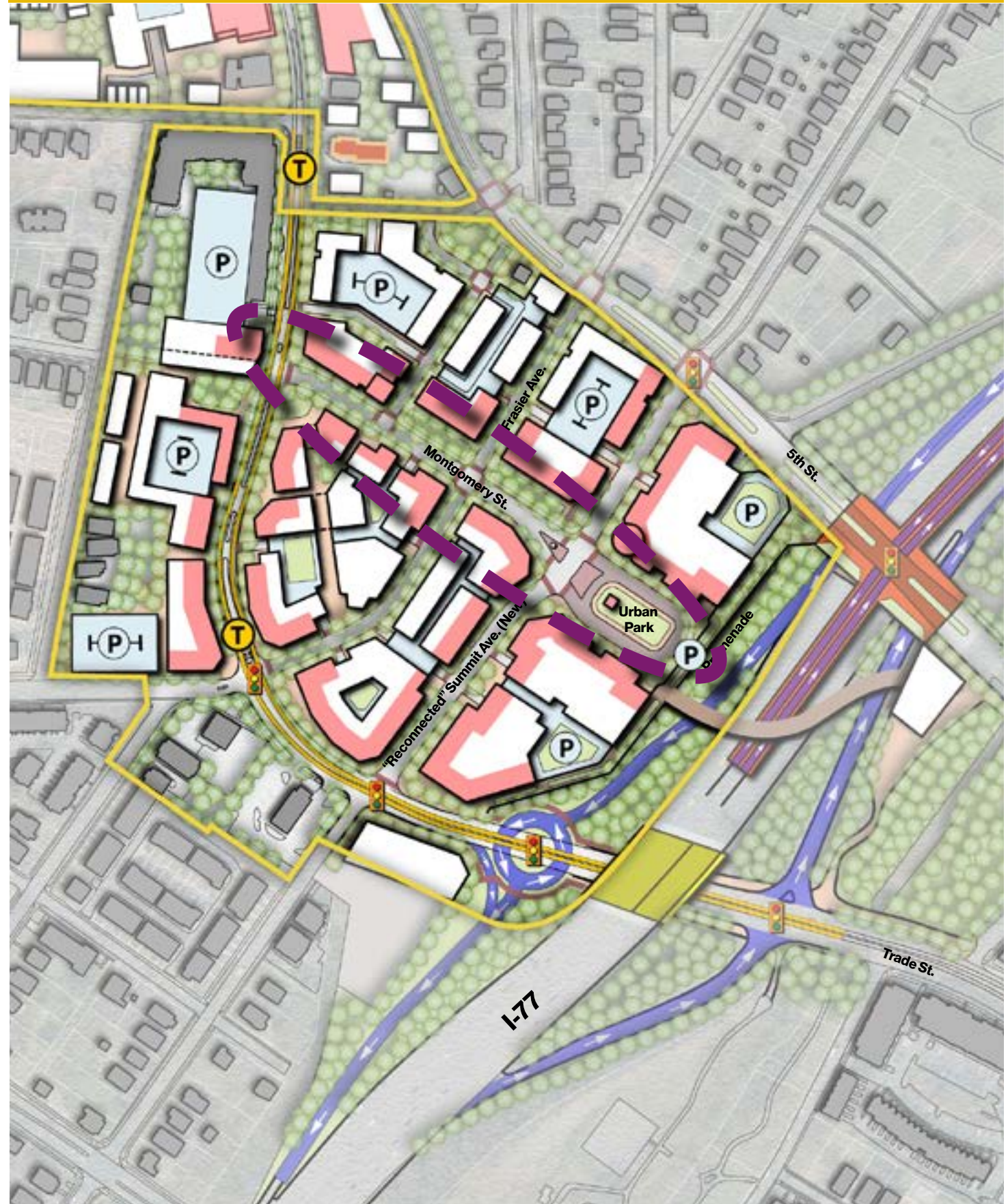
Urban Park



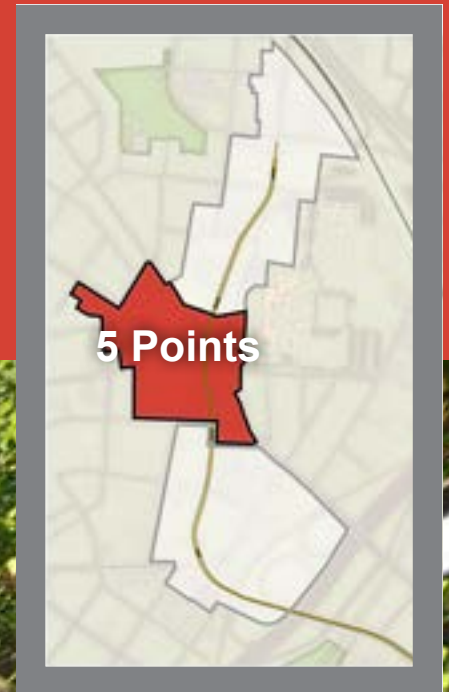
IMAGE: Shook Kelley

Montgomery Street

Montgomery Street - The commercial heart of the Gateway Area



The 5 Points Area



5 Points Plaza on State Street

The 5 Points Area Past & Present



Image: Johnson C. Smith University

For a time in the mid-20th Century, 5 Points thrived with a grocer, a fish market, and a dozen or so businesses clustered near the intersection, (including the furniture store above). Seven different streets and drives intersected near one another, creating dangerous conditions for travelers. This eventually forced the vehicular closure of three of the streets. Changes in consumer habits, higher traffic speeds and very limited available parking forced 5 Points into a steady decline.

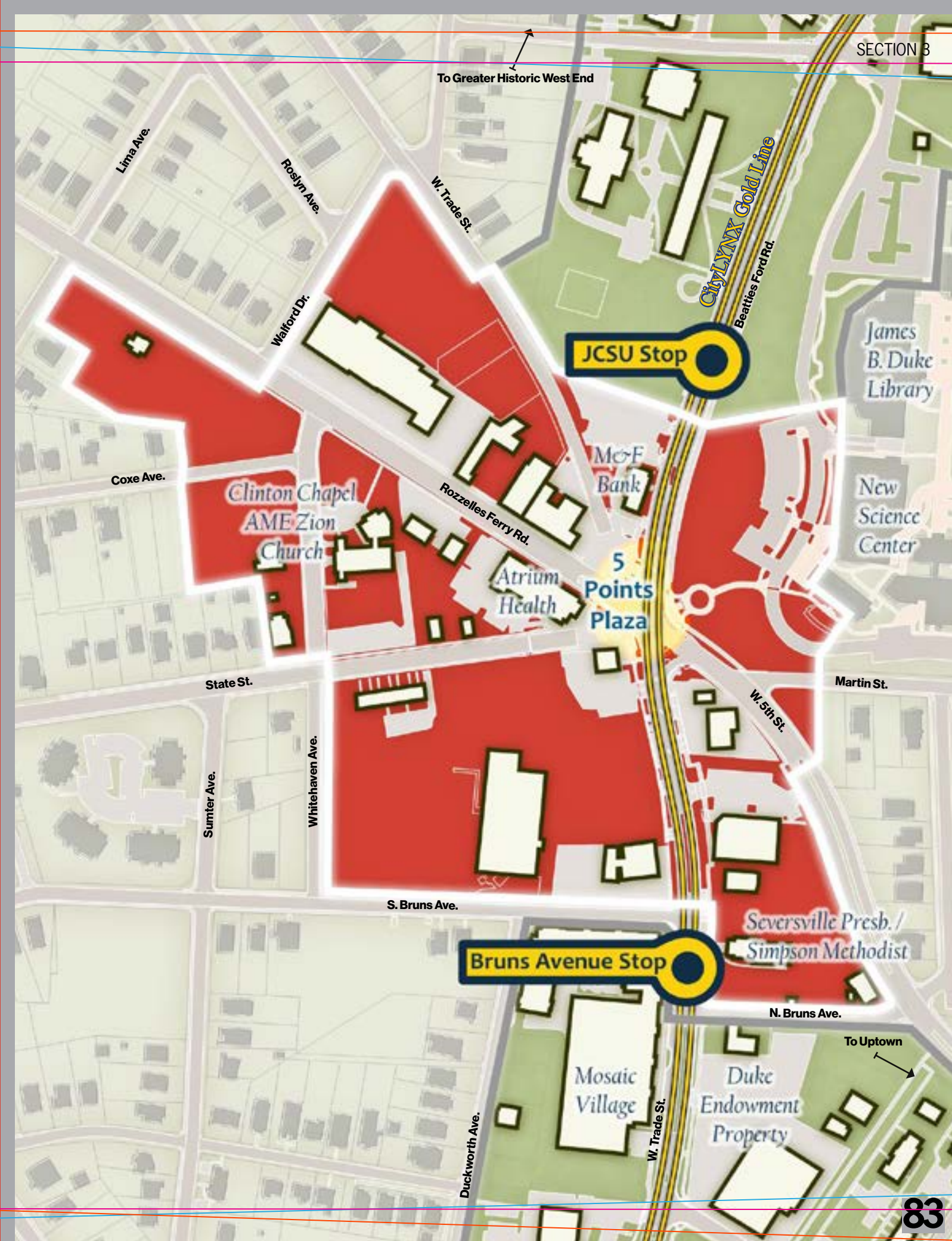
Today, the streetcar and a programmed plaza are about to completely change the dynamic of travel and commerce to the area.



1962 Aerial of 5 Points



Image: ©Google



The 5 Points Area Vision & Transformation

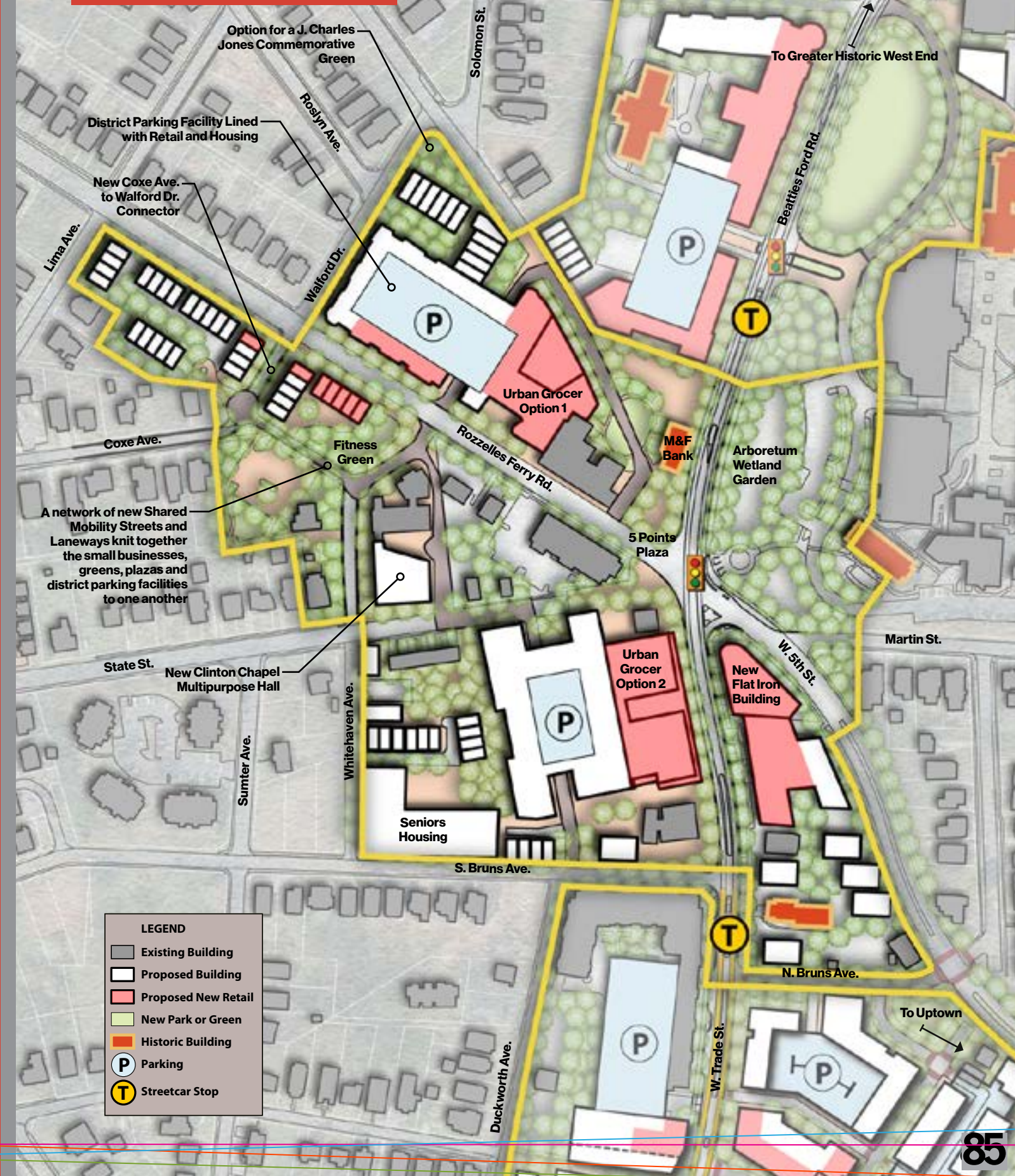
Beginning in 2021, 5 Points will become a hub of dynamic economic and cultural activity. Overlooking a new plaza, the new minority-owned businesses of Five Points Center will catalyze the next chapter of 5 Points' growth. Served by the new modern hybrid streetcar vehicles of the Gold Line, the 5 Points Plaza will be richly programmed for weekly activities. All of it is poised to prosper adjacent institutions like JCSU and Clinton Chapel AME Zion Church, so that they continue to anchor the cultural fabric of 5 Points for generations.



This virtual depiction of 5 Points Plaza, with pedestrians arriving by streetcar, will soon become a reality

IMAGE: AECOM

5 Points Area Plan



The 5 Points Area

A Streetcar Village

Create a strategy for shared and non-vehicular mobility

The crux of our “streetcar village” 5 Points small business strategy is to create a pedestrian-focused environment that accommodates shared mobility options like rideshare and scooters. To address parking demand for local retail, developments on the larger properties that can provide structured parking will be incentivized to partner with surrounding property owners and the City to accommodate district-wide vehicular parking needs - creating a “park-once-and-walk” strategy that is utilized in thriving village retail districts like Little Five Points in Atlanta. As at Mosaic Village, surrounding businesses in proximity to each deck should be able to buy or lease parking spaces inside the privately built decks.

Parking needs can additionally be met by using 2-hour limit or metered on-street parking inside the business district. To better manage public parking supply, parking on residential streets adjacent to the district will be restricted to residents only. Instead of providing parking at each property, the public realm strategy is to provide frequent pedestrian-focused streets or narrow “laneways” that allow the smaller properties to be served by high-quality, accessible routes to the the shared parking facilities. We call these special streets “shared mobility streets”, since they will also address parking demand by providing pick-up and drop-off zones for ridesharing, ensuring that Uber and Lyft drivers do not stop or double park on other streets. Such an amenity (in addition to the streetcar) will thereby encourage visitors to visit the district without bringing their own vehicles into it.



A “shared street” in London



Pioneer Square’s alleys in Seattle

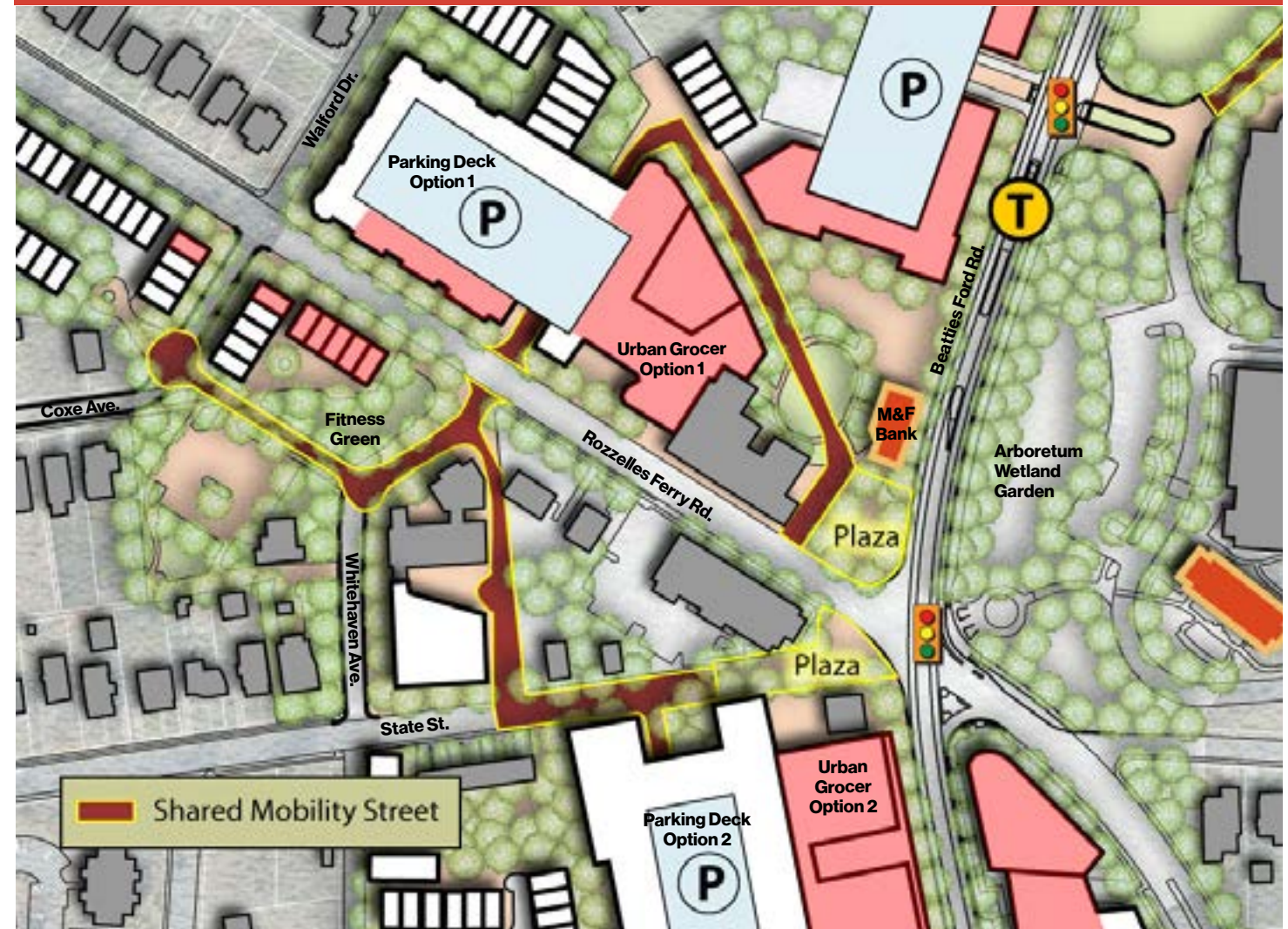


Walk-to retail in Little Five Points, Atlanta



A “laneway” in Brisbane, Australia

The 5-Points Shared Mobility Street Network



Bell Street Park in Seattle - an example shared mobility street

The shared mobility streets should be afforded with high grade amenities, tree shading, decorative paving, and continuous, pedestrian scale lighting. In areas that can extend the activities of the plaza areas, they could be carefully designed to allow the pedestrian and wheel chair-user the full use of right of way. These are often called “shared streets” (see image at left and the example image from London on the preceding page), which are designed for low-speed mixed traffic. Such streets could be utilized to extend the 5 Points Plaza program of activities during weekends and holidays.

The 5 Points Area

A Fresh Food Hub

Cultivating a place-based, fresh food economy

The Historic West End Partners is currently studying several urban grocery sites for development at 5 Points Plaza. This will locate a facility centrally in 5 Points as a potential site for a fresh food hub with the capacity to support a food co-op or grocer site. The Weaver Street Market in the Triangle area has been a partner granting technical advice to all aspects of the endeavor. Currently, there are two potential locations for the Fresh Food Hub with the future potential to provide the parking needs for an urban grocer. The first is the PC Godfrey property on Rozzelles Ferry, which at one point actually was a grocery. The second option is to assemble several of the properties next to Church's Chicken to develop a mixed use building with retail space for a grocer. Both options will open up the Transit Oriented Development potential of both sets of properties as well as provide a centrally located retail and food hub parking facility in the Plaza area.



Weaver Street Market, Carrboro

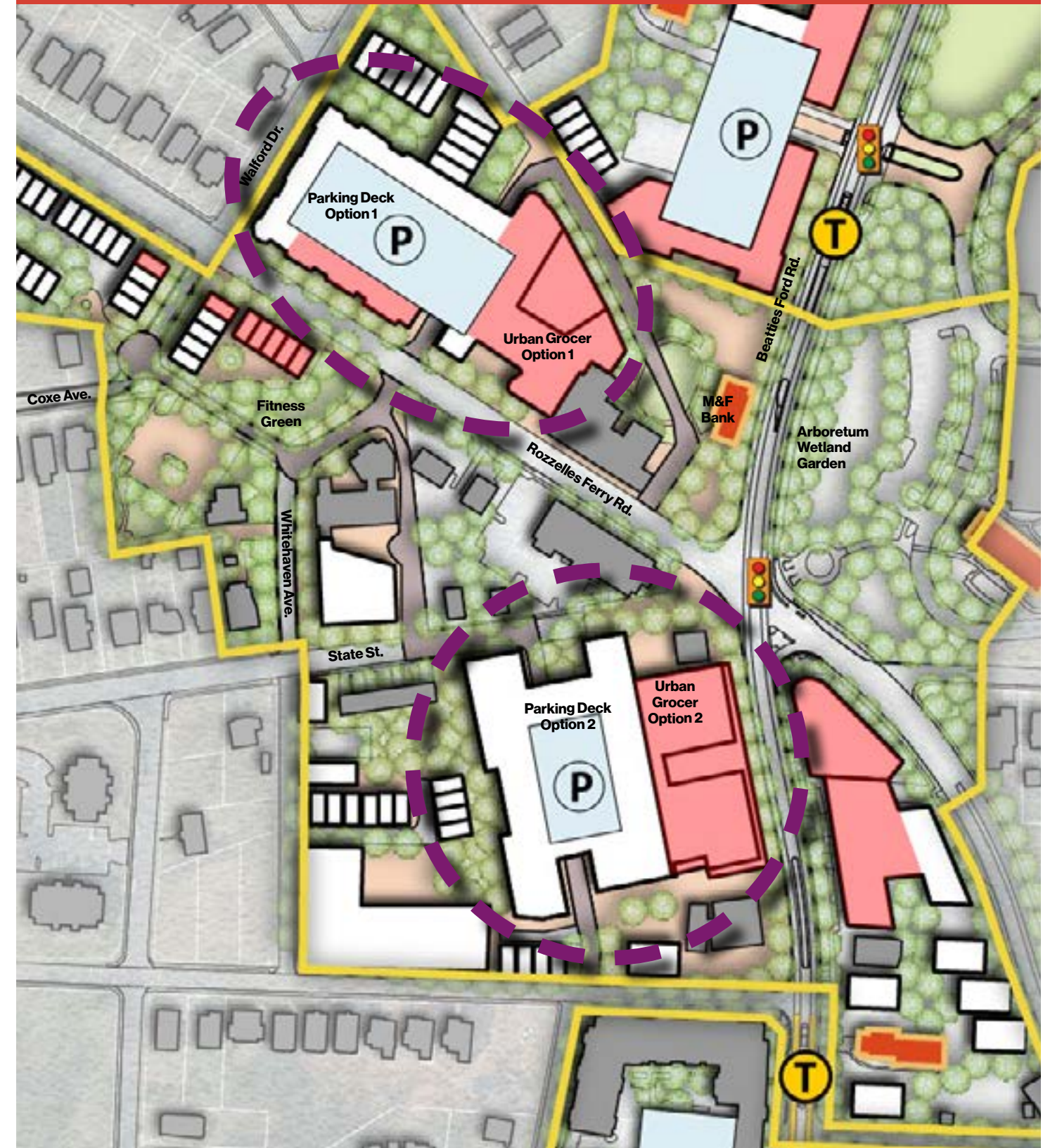


Weaver Street Market, Downtown Raleigh

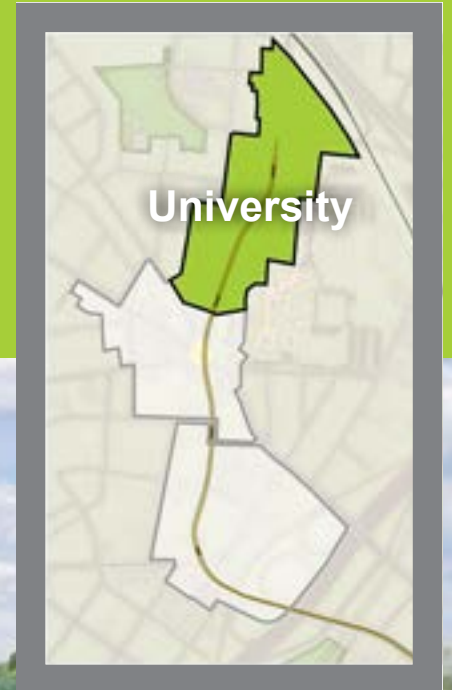


The Weaver Street Market in Chapel Hill

The 2 Urban Grocer and Retail Parking Site Options



The University Area



Beatties Ford Road Multimodal Bridge

The University Area Past & Present

Great universities typically sustain active mixed use areas with vibrant retail at their front edges. Like Massachusetts Avenue in Cambridge, MA, these are often active “promenades” of life that cater to locals as well as the students and faculty that often create entrepreneurial ventures in these districts. Today, this vital economic activity is missing from 5 Points. We need to reverse the brain drain and promote a home for 5 Points- and JCSU- incubated enterprises.

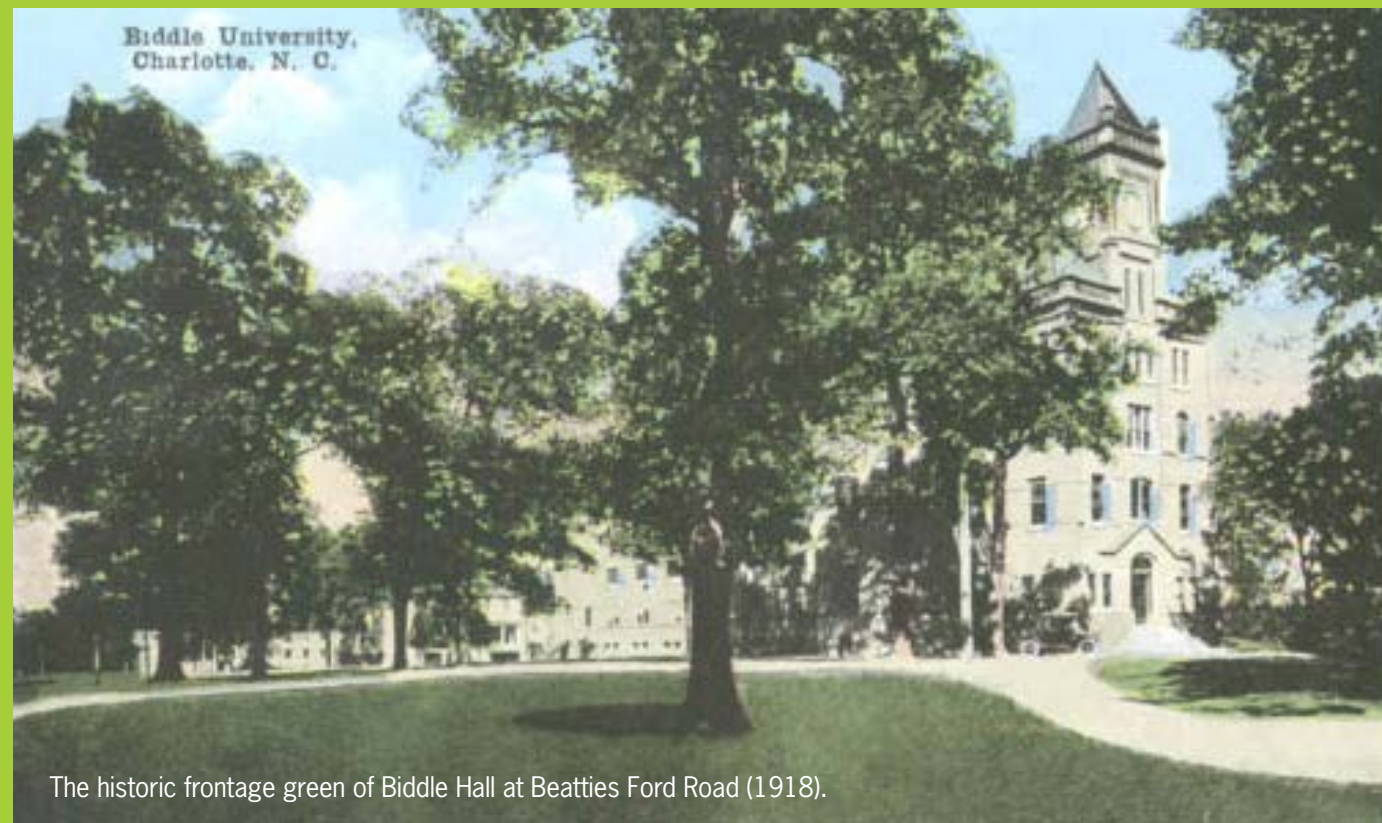


IMAGE: C. C. Moon (Charlotte Mecklenburg Library)



The University Area Vision & Transformation



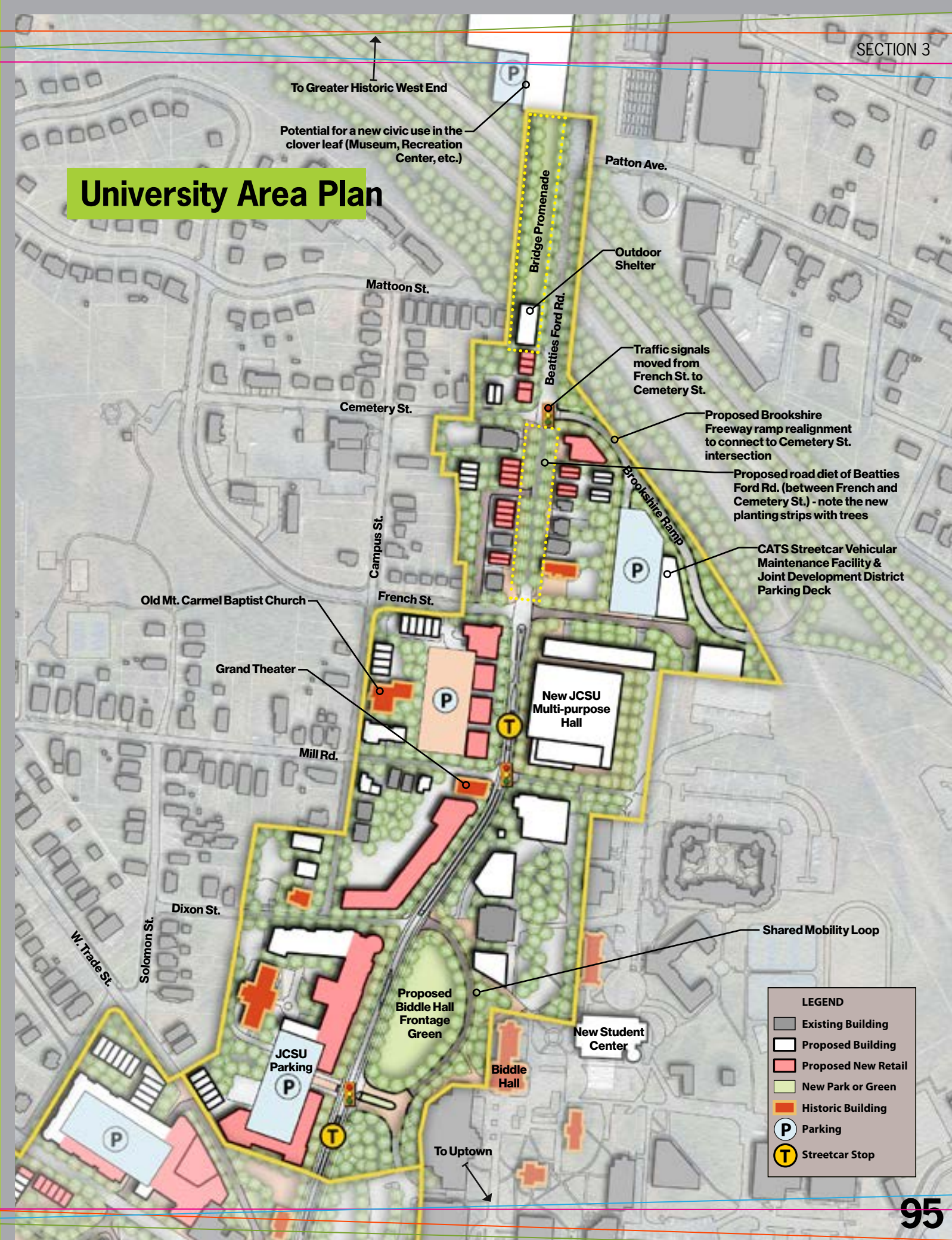
With the CityLYNX streetcar beginning service, we have an unprecedented opportunity to re-animate this stretch of Beatties Ford Road, bringing it back to the vital early days when Beatties Ford Road hopped with The Grand Theater, The Excelsior Club, McKee's Charcoal Steak House, and a dozen shops at 5 Points. With new active uses fronting Beatties Ford Road, we can bring a "promenade" of daily activity back to our River of Life.



5 Points has not served JCSU students as it should. How many will have their opportunity to create a business and make a home here? Now is the time to grow with their ideas.

IMAGE: Johnson C. Smith University

University Area Plan



The University Area

The Biddle Hall Green

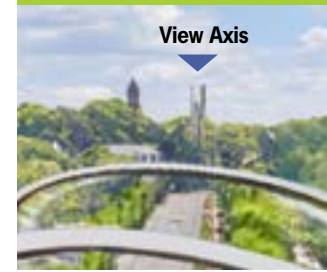
A Community-facing Historic Green for JCSU

To the detriment of cultural life in the 5 Points business district, the JCSU campus was progressively isolated from its surroundings throughout the mid- to late-20th Century. While the intent was to create safe environments for students, the approach was costly to economic activity. An unintentional effect was to create a severe physical separation between university life and community life. Because students did not interact with the street, this stretch of Beatties Ford Road has remained a relatively depopulated environment - isolated from its main user base. That has been counterproductive to student life in 5 Points. As long as this condition on the campus entry edge remains, no sustainable cultural activities nor economic activity for businesses can take root in this portion of the business district. Moreover, we may be missing the opportunity to benefit from the entrepreneurial power of JCSU students to transform 5 Points since they do not today easily find a place of their own in 5 Points. Their brilliance is therefore lost to other places.

With the CityLYNX streetcar bringing a focus to the development of the corridor, JCSU will begin to implement the first key phases of its long-term campus plan in its frontage blocks along Beatties Ford Road. A golden age of innovation could take place here unlike anywhere in Charlotte. Our creativity and diversity will doubtlessly create it. We can start by relocating the present parking area by Biddle Hall and reintroducing the historic forested green at Biddle Hall that used to create a pleasant interface with the community. A welcome note and a "golden mile" of value discovery can spring here from the academic, social and intellectual life of the University. It can invite the community in to participate in the life of the campus.



4 Pillar Monument



This new sculptural gateway landmark will terminate the long view axis of the straight section of Beatties Ford Road crossing Brookshire, creating a new mark on the skyline of Charlotte. It will stand upon four pillars, as the main gateway structures to the campus have traditionally done. (The structure depicted here is illustrative only and still to be designed; its location is also to be determined later with further study.)

Activity Lawn



A prominent lawn area for student groups, the Welcome Center, and 5 Points festivals like Soul Junction.

Coffee House



A community amenity that can attract daily commerce and invite the public from 5 Points.

Mixed-Use Promenade



Plans are now in the works to redevelop the portions of university properties fronting the western side of Beatties Ford Road into mixed-used buildings offering retail and high quality housing for students, faculty and graduates. These buildings can provide an attractive park-enhancing frontage to the greens on the Biddle Hall side. With streets repopulated by a well-designed retail "promenade", student and community life can finally interact together vitally.

Shared Mobility Street



As development brings more retail into our future, shared mobility services such as Uber and Lyft will become more problematic if convenient pick-up and drop-off zones are not located off Beatties Ford. Ride-hail and e-commerce vehicles will tend to park on the bike lanes, potentially blocking the streetcar. With a new campus entry introduced, this specially designed street for walking and shared/EV mobility can be introduced to prioritize green options that allow users to keep their personal vehicles at home.

Landscaped Terrace



A well-lit and well-provisioned terrace for outdoor seating. It will support the coffee shop and Welcome Center.

Welcome Center



This corner of the Duke Memorial Library will be renovated to create a new entry and welcome center for prospective students and

IMAGE:
Neighboring
Concepts

The University Area

A Multimodal Bridge

Remove the scars inflicted by highway building

A prominent landmark greeting visitors to Charlotte is the Vest water tower visible to travelers accessing Center City from I-85. Yet the environment at the Beatties Ford Road bridge over the Brookshire Freeway remains an unremarkable space, notable only for its unwelcoming sterility and deficient, treeless streetscape. This environment is a gaping scar - the legacy of mid-20th century highway building and large infrastructure projects enacted in politically disenfranchised communities. Particularly with their health impacts, they are the unjust, enduring legacy of a time when environmental and social impacts on local communities were not considered important decision points for such projects, except to keep them away from wealthy white neighborhoods. Approved when no African American sat on the City Council, these projects are an imposed built legacy.

We are not “stuck” with the built legacy of the 1960s. Nothing gives our existing infrastructure a free pass to continue impairing our community.

We can build back better. With the chance to redesign the bridge for the streetcar project, an opportunity to create a safer bridge for all modes of travel presents itself. The visions presented on the following pages are just two options to do it better, addressing ways to re-prioritize history, restore cultural infrastructure, and redress the health effects of heat islands and lack of trees. At such a visible access point to the Historic West End, it is a giant opportunity to celebrate, prosper and unify the Historic West End.



Image: ©Google

EXISTING B.F.R. BRIDGE CONDITIONS

- Narrow sidewalks without protection
- Designed for high-speed traffic priority
- Lack of street trees and shaded sidewalks
- Increases local health deficit impacts
- Long & visible entry point to some of our most historic neighborhoods without a welcome note or marker about who we are
- Increases physical & symbolic divide between 5 Points and the greater West End



Image: ©Google

Existing Conditions of Beatties Ford Road over Brookshire Freeway

Gateway Landmark



Monumental elements could be designed to commemorate the people, and the educational & cultural history of the Historic West End, thus visually and symbolically removing the large divide that was introduced by the freeway. They should be well lit up at night and represent who we are at this prime entry point to the West End.

JCSU Monument



A tall, visible marker on the JCSU campus that is viewable above the tree canopy at a long distance from sidewalk level can be located at Beatties Ford Road near the Mill Road or Dixon Street entries to the main campus, thus terminating this dramatic view axis.

Option 1: Widen the Beatties Ford Road Bridge with a boardwalk addition and add free-standing gateway elements.

Here, a boardwalk is shown on the west side of B.F.R. Due to the need to cross the climbing CSX rail line, more study is needed to see if an expansion can occur on the east side of the bridge.



IMAGE: Neighboring Concepts

Chilled Water Misters



To help decrease the heat island effect by the highway in hot weather, a “fog sculpture” system like this can help cool the air in periodic bursts.

Separated Bikeway



To be fully multimodal, we would add a cycletrack or use protected bike lanes on either side of the road.

Boardwalk Promenade



A boardwalk platform addition to at least one side of the existing bridge adds a promenade and activity area with lighting and art elements. Decorative trees in box planters add greenery and shade. The wide promenade can host festivals, community banquets, outdoor art displays, fashion shows, a “Saturday Bridge Market”, Excelsior Club “Bridge Nights”, and so on...

Option 2: Rebuild the Beatties Ford Road Bridge as a prominent landmark bridge celebrating the Historic West End.

Landmark Bridge



If rebuilt, an elegant bridge design could unify 5 Points with the Historic West End. Designers should pursue bridge designs introducing a distinctive skyline element to celebrate our history and serve as a prominent gateway "portal" to Center City, greeting travelers on Brookshire and Beatties Ford Road.



IMAGE: Shook Kelley

Shade Elements



Provide structural elements for seating and shade that can also help buffer the promenade from the road.

Activity Promenade



A bridge promenade paved with decorative athletic surfaces and integrated lighting is built on the west side of the bridge. It can be programmed for physical activities and community events, thus turning an activity gap into a health activity hub. One of the much requested assets sorely missing on the corridor is a large outdoor space for active recreation, like basketball courts. Pickup basketball tournaments can be part of the rotating lineup of regular activities.

Plant Trees



To help cool, refreshen and detoxify the air of the West End, trees are planted thickly in the open areas along the highway and clover leaf.



IMAGE: Shook Kelley

Stunning pedestrian bridge designs connecting communities across I-277 and Independence Boulevard have already been proposed as important assets to connect Charlotte's premier multiuse trails. While they have thus far proved a challenge to fund and build, these have been popularly well-received in conception. The same needs for pedestrian connection are present at 5 Points to connect our streetcar corridor across the freeway barriers. Moreover, Brookshire and I-77 are freeways that serve as gateways to Charlotte's Center City. Our proposals for landmark bridge treatments will serve doubly as a welcoming signal of arrival to our Center City visitors, announcing that we are a thriving city implementing our mandate to expand opportunity to all.



IMAGE: Shook Kelley

Place Progression



Image: "NC 8" by T'Afo Feimster and Abel Jackson

Place Progression: Setting the Stage

Restoring Joy in the Sorted-Out City

In her book *Urban Alchemy: Restoring Joy in America's Sorted-Out Cities*, the psychiatrist Mindy Thompson Fullilove (right) reflects on a pervasive condition that impacts many historic African American communities scarred and divided by the inequitable legacies of Depression era red-lining, 1960s urban renewal and post-war highway building...

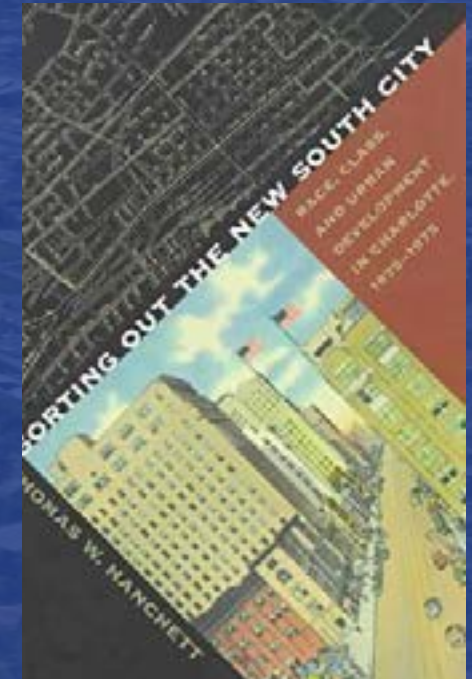


Truncated movement is fundamental to our sense of the sorted-out city. All place is embodied by our movements through space. The city that has been divided is internalized through the constant negotiation of borders, real and perceived, that mark the edges of that which is our space from that which is not. The edges turn us back, into ourselves. In that context, we do not see the city. We see what is ours, and we see what is not ours. We each belong to a set fragments within the whole, and we generally stay on the tracks that link them.

- Mindy Thompson Fullilove, M.D.

Dr. Fullilove's term for the pervasive conditions of the divided city, which produce the psychological syndromes that bound up our identity in geographic division and spatial confinement, is the "Sorted-Out City", a term she picked up from Dr. Tom Hanchett during her visit to Charlotte in 2005. Dr. Hanchett's book on our city's development history, *Sorting Out the New South City: Race, Class, and Urban Development in Charlotte, 1875-1975* (The

University of North Carolina Press, 1998), powerfully states the impact of Charlotte's urban renewal and highway projects on the "Crescent and Wedge" disparities that meet in our 5 Points business district. That understanding of Charlotte, with its racialized historical underpinnings brought to clear view, inspired Dr. Fullilove to think about the ways we could unbound our identities from the stultifying effects of spatial division. She imagines urban placemaking as the community-wide project to re-root our identities in a fuller web of reclamations created from our relationships to the whole city. While 5 Points is bound spatially by freeways, our identity needs to peel away from them and instead strengthen our links to all of Charlotte - particularly, to our greater Historic West End community.



JOHNSON C. SMITH UNIVERSITY

Progressing as a River of Life

Dr. Fullilove's psychiatric insights to the healing of communities can grant us a few key insights about what 5 Points can be doing to thrive through self-empowerment, giving us a greater sense of the ways we can shape our future by connecting 5 Points to the greater fabric of lifeways that we inhabit as a community. To begin with, all of the neighborhoods of the Historic West End are tied together by the "River of Life" that is Beatties Ford Road and West Trade Street. We do not exist separately from them. All of these neighborhoods up to Hornets Nest Park are indeed a part of our community. Our history - our civic, ancestral, spiritual, political, educational and intellectual history - is intimately tied to them. While we are focusing the effort at 5 Points, creating literal bridges, 5 Points Forward is only a small part of what is taking place to nurture our places. Going forward, we must tie all the actions of our initiative to design for the whole corridor, and the portions of the Historic West End Corridor going north must receive the same attention.

Secondly, we must build those bridges with the active "Place-Progressionists" in our midst, including the artists who are mentioned throughout this document. To progress with who we are and where we are going, our current steps to progress 5 Points Forward initiatives are enlisting the following three active cultural bridge-builders of our River of Life...

Our Place Progressionists

Dr. Tom Hanchett, a community historian since he retired from Levine Museum of the New South in 2015, has been exploring Beatties Ford Corridor history for more than 30 years. Check out his on-line Historic West End walking tour www.historysouth.org/west-end-tour/, as well as the opening chapter in the JCSU-published book *Let There Be Light: Exploring How Charlotte's Historic West End is Shaping a New South* (2014, www.historysouth.org/jcsu/). UNC Press published a new second edition of his history of Charlotte, *Sorting Out the New South City*, in 2020.



Quintel Gwinn is a designer, spatial activist and placemaker whose practice addresses challenges through creative transformation of space. Quin Gwinn Studio will spearhead community engagement initiatives and lead place keeping activities along the corridor. A few projects include activating the A+P site throughout the development process, interior upfits for brick-and-mortar businesses, creative exhibitions that project the history of the corridor in partnership with JCSU and place-based cultural programming for Historic West End residents and visitors.



Tyrone Jefferson currently acts as executive director of A Sign of the Times of the Carolinas, a non-profit organization focused on reaching out to the community through music and educational programs that reflect the heritage of African Americans, and he is Music Director of the A Sign of the Times Bands. In 2013 he was the recipient of the Harvey B. Gantt Center award and, in 2016, the Arts and Science Council Honors Award. He is a visionary as well as an artist, and we are hoping to implement A Sign of the Times's vision for the Black Research and Performing Arts Center (BRePAC) – which is going to be a state-of-the-arts multi-functional facility on the Beatties Ford Road corridor.



Landowner's Guide to redevelopment

Coming to real estate development without prior experience can be daunting. Interpreting the new Transit Oriented Development (TOD) standards can challenge seasoned veterans. This guide will help you, the landowner, better understand the typical practices, methods, considerations, and requirements of land development. If you choose, it will allow you to become a partner in real estate development, not just a seller.

While this guide is a starting point, it does not replace the advice and recommendation of lawyers and other licensed professionals. As with government documents, many of them are fluid and can change at different times and opportunities. The links and information provided below will help guide you through the process but may not be all that is needed or relevant to your particular case. This guide should help connect significant points of your project but may not be the path that everyone finds during their development experience.



Landowner's Guide

Terms & Definitions

Lot:

A lot is a parcel or tract of land owned by one or more people or by a legal entity such as a company, corporation, organization, government, or trust. Like other forms of real estate, a lot is subject to real estate taxes.

Survey:

A survey is a map completed by a licensed surveyor, which sets down precisely the boundaries of a given lot and buildings, sidewalks, utilities, easements, and other improvements on the lot. Virtually all land development projects will need an up-to-date survey.

Improvements:

Land improvements are enhancements to a lot to make the land more usable. Improvements include buildings, driveways, sidewalks, utilities, and other artificial features.

Easements:

An easement gives a person or entity the legal right to access property owned by someone else for a limited and specific purpose. Typically easements are used to allow water, sewer, power, and other utility infrastructure on the lot. Easements may also allow cars, pedestrians, railroads, and others to pass through the lot. Easements granted by previous landowners are binding to current and future landowners unless terminated by the agreement of all parties.

Deed Restrictions:

A deed restriction is a limitation on how you can use your property. Deed restrictions can limit what you do on your property and what you can build on your land. Like easements, deed restrictions added by previous landowners and may be binding to current owners.

Typical deed restrictions may limit buildings on the lot to single-family homes. The work of a real estate attorney is necessary to remove deed restrictions.

Land Assemblage:

Land assemblage is the process of acquiring two or more adjacent lots to combine them into one lot. Land assemblage is a complex and time-consuming process. However, the value of the combined lots is greater than the sum value of the individual lots.

Land Option Agreement:

A land option agreement is a contract on a specific lot that allows the buyer the exclusive right to purchase the property during the agreement period, typically six months to a year. During this time, the seller cannot sell the property to anyone else. The buyer pays for the option to make this real estate purchase. However, the buyer does not have to purchase the property, whereas the seller is obligated to sell to the buyer within the contract terms.

Fee Simple Purchase:

A fee simple purchase transfers full ownership of the lot, including the underlying title, to another party. This is the most common type of real estate transaction.

Ground Lease:

A ground lease, also called a land lease, is an agreement in which a tenant can develop a piece of property during the lease period. After the period, the land and all improvements are turned over to the property owner. The lease period is typically greater than 50 years. During the period, the tenant pays the landlord rent for the use of the land. Additionally, tenants generally assume responsibility for all expenses. Expenses include construction, repairs, renovations, improvements, taxes, insurance, and any financing costs associated with the property. Ground leases are an excellent way to build generational wealth because it leaves descendants with valuable land and real estate that can be leveraged in the future.

Zoning:

Zoning refers to municipal laws or that govern how a lot can and cannot be used. Zoning keeps

Landowner's Guide

Terms & Definitions

a residential district residential, a commercial district commercial, an industrial district industrial, etc. Zoning dictates what types of properties can co-exist in a particular area within a city. For example, some areas are zoned strictly for residential homes (possibly with exceptions for religious buildings or community centers). At the same time, certain mixed-used or transitional zoning districts may allow for select businesses and some single and multi-family homes to exist in the same area. On the other end of the spectrum, structures used for heavy industries will be consigned to specifically zoned sites that are purposely kept far away from residential districts.

Rezoning:

Every lot within the city of Charlotte is zoned for a particular use. The process to change the allowed use is called rezoning. Rezoning begins with the landowner or their agent meeting with city staff for a preliminary review meeting. After this meeting, a rezoning package is typically prepared by an architect, land planner, or real estate attorney. The package is submitted to the City of Charlotte and reviewed by city staff, who will offer comments on particular parts of the rezoning package. The landowner may make changes based on these comments.

After the city staff has reviewed the package, it is presented to the City Council for the first time. If there are no objections, the City Council will send the package to the zoning committee for further review. The owner may make more changes and adjustments during committee review. The committee will or will not recommend approval to the City Council. The City Council will vote to approve or deny the rezoning. This process can take four months or longer to complete.

Opportunity Zone:

An opportunity zone is a disadvantaged community where new investments, under strict conditions, may be eligible for tax incentives provided through current tax law. The goal

of this program is to encourage long-term investment in low-income neighborhoods. Since its implementation, the program has sought to foster job creation and economic stimulus in undercapitalized areas. Currently, the entire 5 Points Forward area is in an opportunity zone. <https://opportunityzones.hud.gov/resources/map>

Building Code:

The building code is a set of rules that specify the standards for the construction and operation of buildings and other structures to protect the public's health, safety, and general welfare. Building codes are generally intended to be applied by architects, engineers, interior designers, general contractors, subcontractors, and others in the construction industry.

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Building Types

Single-family Home

A single-family home is an independent residential structure that sits on its own land and is designed to be used as a single dwelling unit, having just one kitchen, unshared walls, and unshared utilities.

Duplex, Triplex and Quadplex

A multi-family home is a single building set up to accommodate up to four families living separately with shared walls and common ownership of the lot. Each dwelling unit has its own facilities for cooking and bathing.

Townhome:

A townhome is a row of independent residential structures that sits on its own land but has shared walls between the structures.

Multi-family home

A multi-family home is a single building set up to accommodate more than four dwelling units.

Missing Middle Housing:

This is a type of housing that isn't single-family, but also isn't apartments and fits into smaller sizes that are found in more traditional neighborhoods surrounding the business district. Daniel Parolek writes more in-depth on the topic in his book Missing Middle Housing: Thinking Big and Building Small to Respond to Today's Housing Crisis.

His book defines all these subgroups of housing into having

- Height: Two to two and a half stories maximum. Third story is an exception if designed right for the context
- Units per building: typically less than 12 units but a maximum of 19 units.

- Footprint: 55-75 Ft along the street, 55-65 Ft in depth
- Off-street parking is 1 per unit due to the proximity to services, retail, transit and on-street parking
- On-site open space: is shared
- Driveways: Single-wide or narrow driveways if no alley is present

Housing types consist of:

Duplex

Triplex + quadplex

Courtyard apartment

Bungalow court

Townhome

Multiplex

Live/Work

Mixed-Use Building

A mixed-use building is a commercial property that includes both residential and commercial space. Typically the lower floors are used for commercial and retail uses, and the upper floors are for residential uses. These uses will share common amenities like a shared parking deck.

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Zoning Notes

The new Transit Oriented Development District (TOD) zoning affects most properties in the 5 Points Forward business district. These are some of the major design influences in your project that the zoning may dictate.

Overall TOD explanation and UDO Introduction

<https://charlotteudo.org/transit-oriented-development/>

The current version as of TOD Districts (dated 6/15/2020)

https://charlotteudo.org/wp-content/uploads/2020/07/TOD-ZoningOrdChapter15_amended_06_2020.pdf

Below are some important notes on significant topics in the TOD. Other issues are in the table of contents at the beginning of the document.

15.1 Purpose and Applicability

15.1.3 TOD-UC Transit Urban Center

- Will permit the greatest building heights, demand the uppermost level of site and architectural design, permit the least amount of vehicle parking, and require the most urban streetscape and public realm.
- Applied within 1/4 mile (1320 feet) walking distance of an existing streetcar stop (15.1.3(B.))

15.1.4 TOD-NC Transit Neighborhood Center

- Maintains the high level of design standards associated with the TOD-UC district but is preferred over the TOD-UC district where less intensity is more appropriate, such as adjacent to single-family neighborhoods, or where adopted policy recommends a lower maximum building height.

- Applied within 1/2 mile (2640 feet) walking distance of existing streetcar stop (15.1.4(B.))

15.1.5 TOD-CC Transit Community Center

- Has lower maximum building heights and less stringent design standards that are intended to accommodate and encourage transit-oriented and transit-supportive development in transit station areas where there is not a current market demand for more intense development. These station areas are generally further from Uptown.
- Applied within 1/4 mile (1320 feet) walking distance of an existing streetcar stop (15.1.5(B.))

15.1.6 TOD-TR Transit Transition

- Modest maximum building heights, more relaxed design standards, expanded menu of permitted uses (including attached single-family residential, and higher maximum parking limits are intended to accommodate and encourage transit-oriented and transit-supportive development in transit station areas where there is not a current market demand for more intense development. These station areas are generally further from Uptown. This district is also intended for use in areas where adopted policy encourages the adaptive reuse of existing building stock.
- Applied within 1/2 mile (2640 feet) walking distance of existing streetcar stop (15.1.6(B.))

15.1.7 Applicability of Frontages

- Many of the regulations for the TOD Districts, including, but not limited to, the dimensional and design standards, are controlled by frontage type.
- This segment references Charlotte Street Map. More information can be found at: <https://charlottenc.gov/Projects/Pages/StreetsMap.aspx>
- Scroll down to click on this image called "Charlotte Streets Map."

15.2 Dimensional Standards

- Information about: Total Building Length; Building Setbacks; Building Height; Building Height Stepback; Building Articulation; Development Bonus

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Zoning Notes

15.3 Design Standards

- Table 15.2 dictates the design standards for non-residential, mixed-use, and multi-family stacked development within the TOD District.
- 15.3.2 Multi-Family Attached Unit and Single-Family Attached Design Standards
- 15.3.3 Parking Structure Design Standards

15.4 Public Realm Standards

- 15.4.4 Pedestrian Facilities and Planting Strip/Amenity Zone Standards
- 15.4.5 Streetscape Standards

15.5 Off-Street Vehicle and Bicycle Parking, and off-street loading

- 15.5.2 Required Vehicle Parking
- 15.5.2(A.) - Minimum Parking Requirements
- 15.5.2(D.) - Maximum Vehicle Parking Limitations
- 15.5.3 – Bicycle Parking

15.8 Uses

- Applicable uses by right in the district along with temporary permitted and accessory use permitted that may be needed.

15.9 Accessory Structures

- Buildings and other structures that are different from the site's primary use. (Example: ATM machines; Car Charging Stations; Donations Boxes; Exterior Lighting; Fences; Mechanical Equipment; garbage/recycling; shipping service and kiosks/lockers; solar panels; Utilities; Wind turbines.)

15.10 Nonconformities

- Older buildings that were in place prior to the TOD adoption that could not be built within the TOD ordinance.

15.12 TOD-Exception

- Provide a mechanism to review and address new development concepts, innovative designs, special problems, and other unique proposals or circumstances that cannot be accommodated by the standards of the TOD Districts.

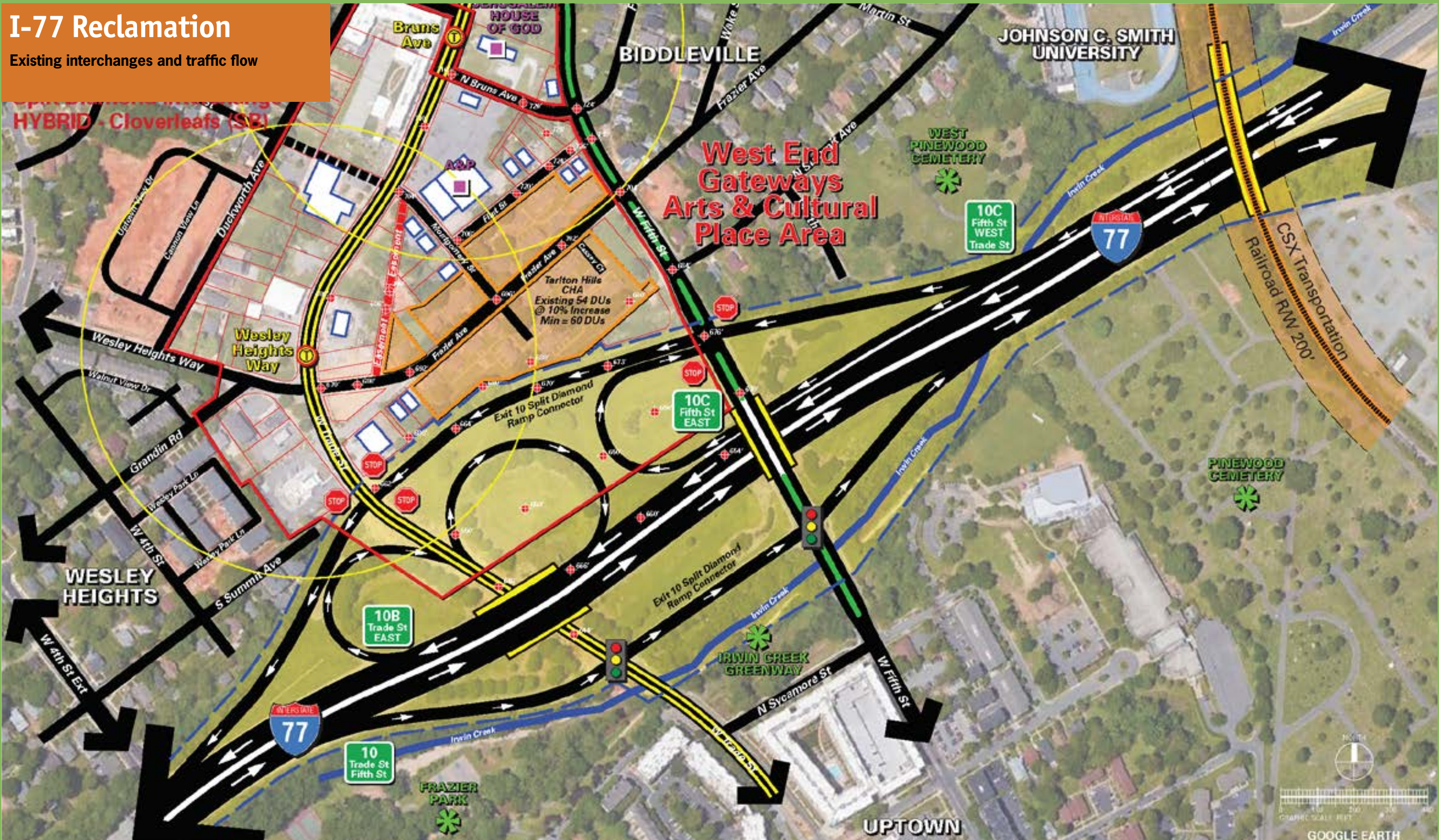
I-77 Reclamation Deep Dive

The I-77 Reclamation deep dive documents are the first look at some of the technical opportunities and challenges of reconfiguring the interstate exits. They are a conceptual starting point for a deeper analysis. Studies and engineering by others are needed to determine the feasibility of this ambitious endeavor. The reclamation will require the work of federal, state, and local governments and the participation of institutional and private sector partners. The design team hopes that these documents will start those conversations.



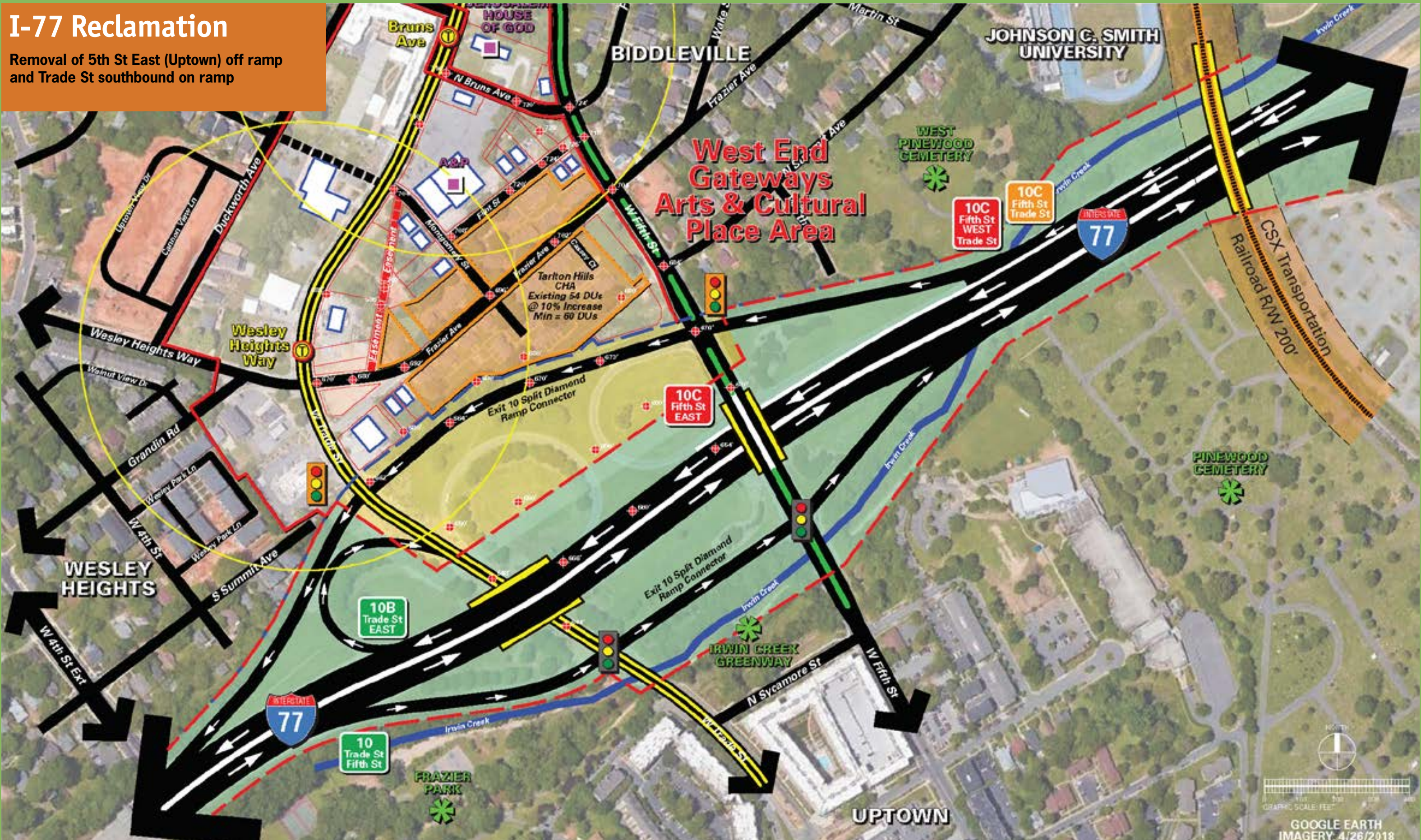
I-77 Reclamation

Existing interchanges and traffic flow



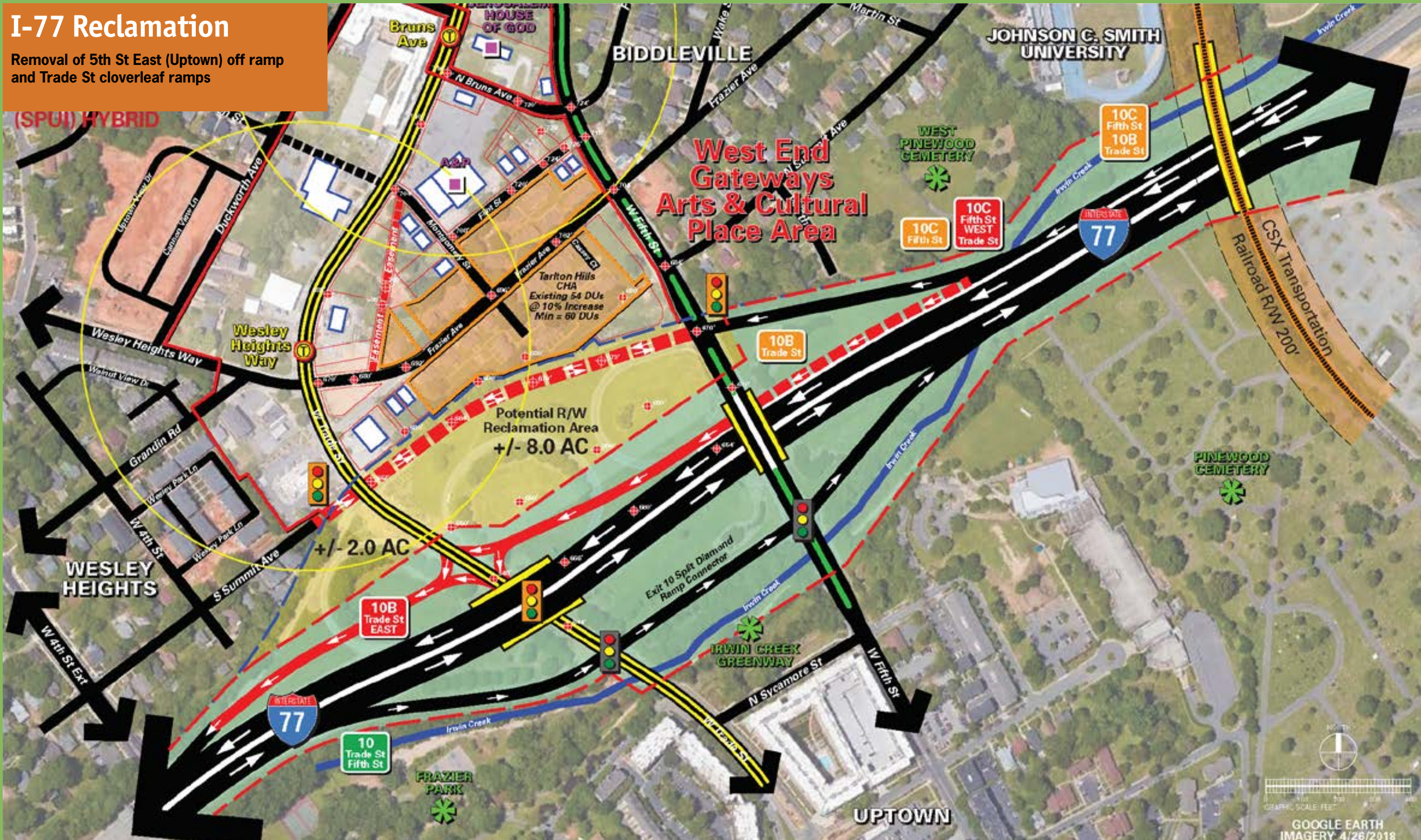
I-77 Reclamation

Removal of 5th St East (Uptown) off ramp and Trade St southbound on ramp

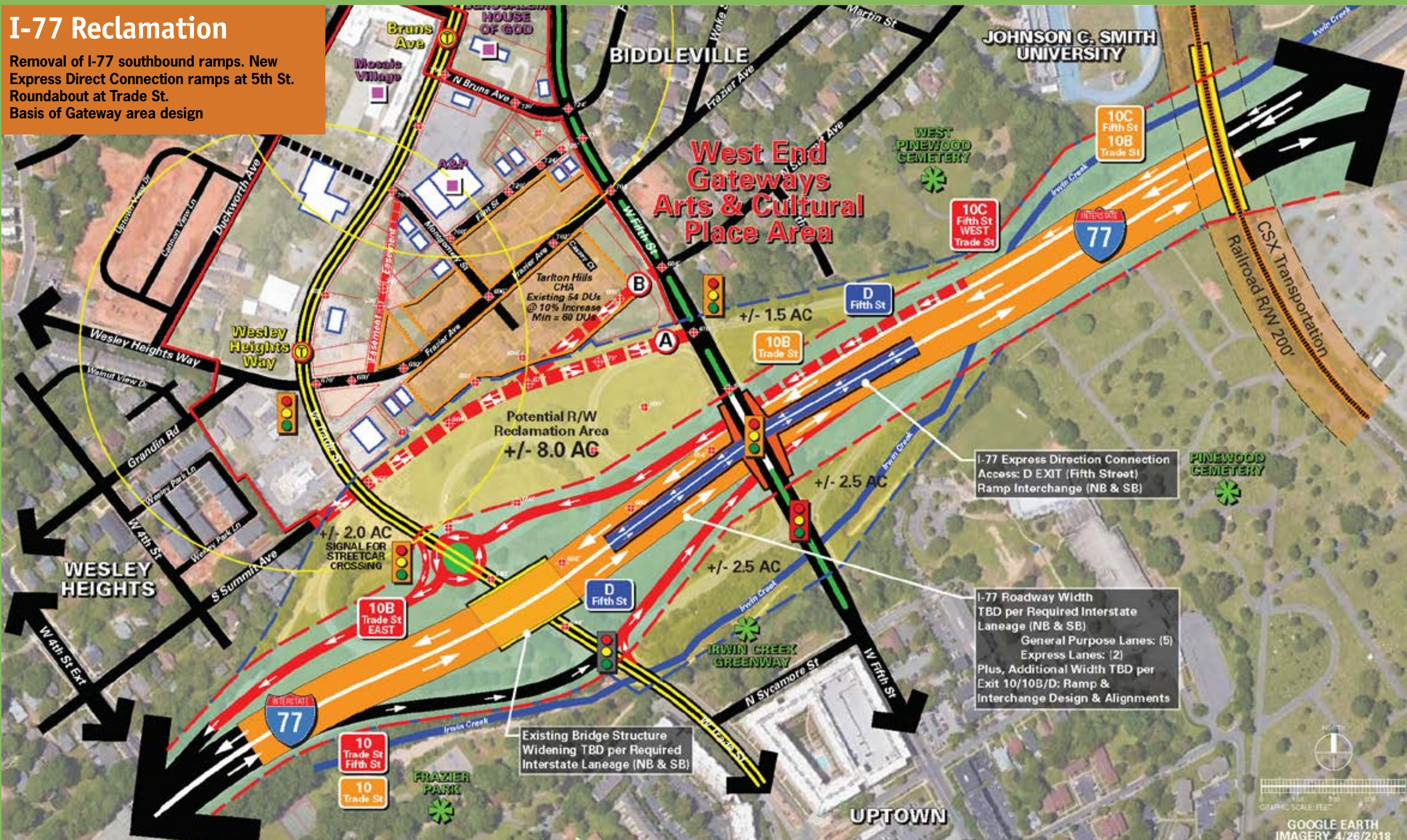


I-77 Reclamation

Removal of 5th St East (Uptown) off ramp and Trade St cloverleaf ramps



Removal of I-77 southbound ramps. New Express Direct Connection ramps at 5th St. Roundabout at Trade St. Basis of Gateway area design



I-77 Reclamation

Case Study - I-485 Highland Creek



I-77 Reclamation

Case Study - Roundabouts



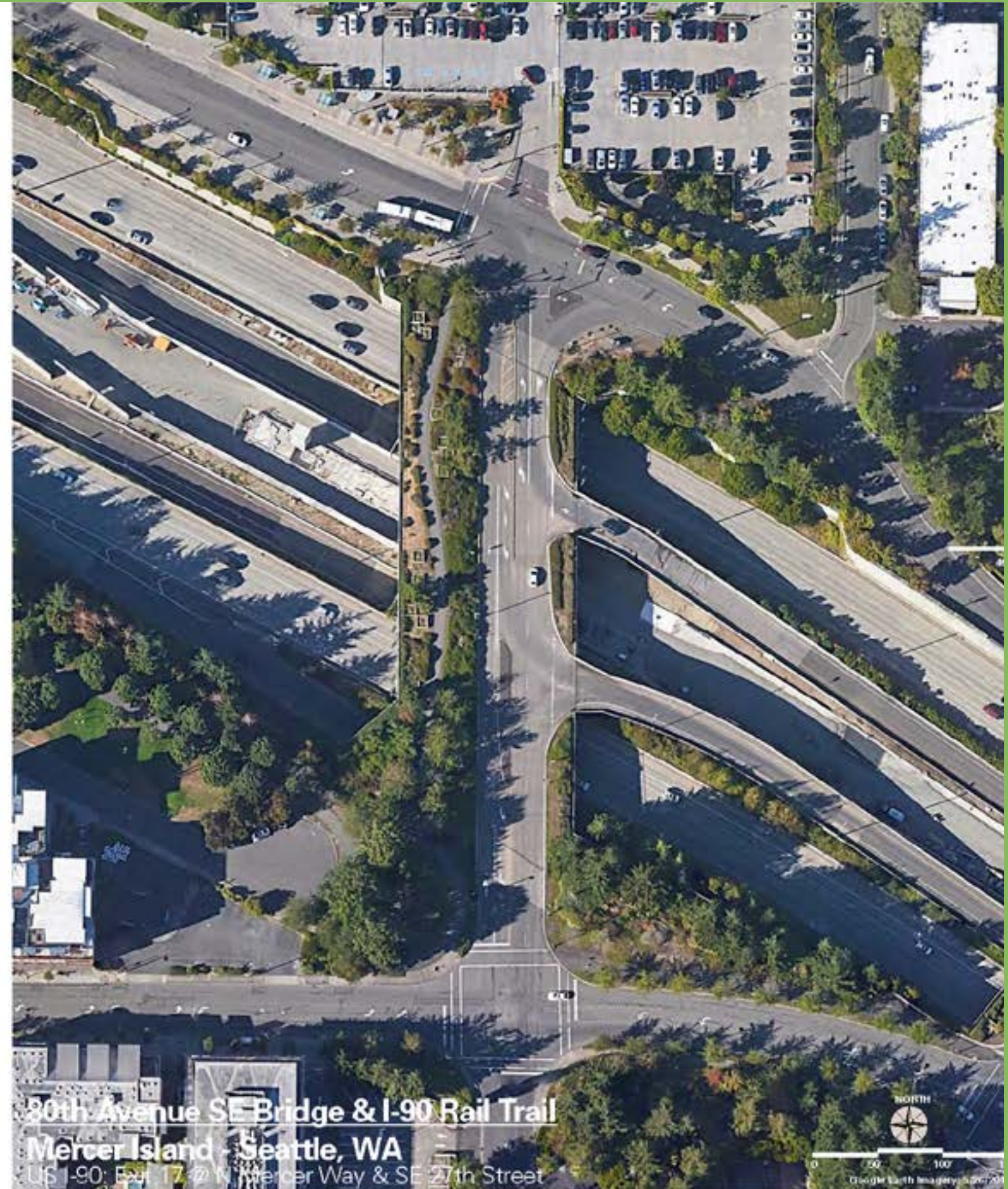
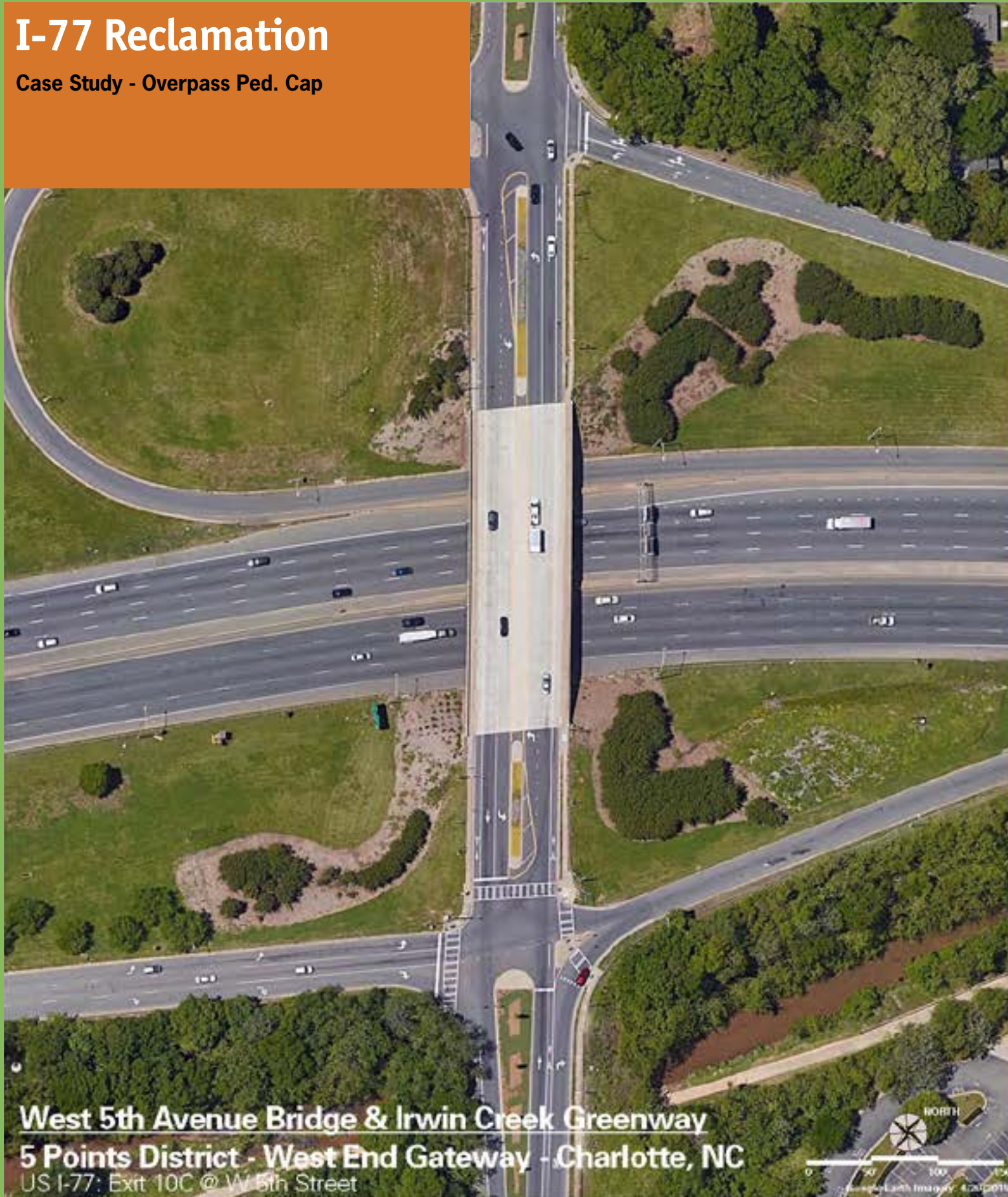
I-77 Reclamation

Case Study - Direct Connect & Diverging Diamond



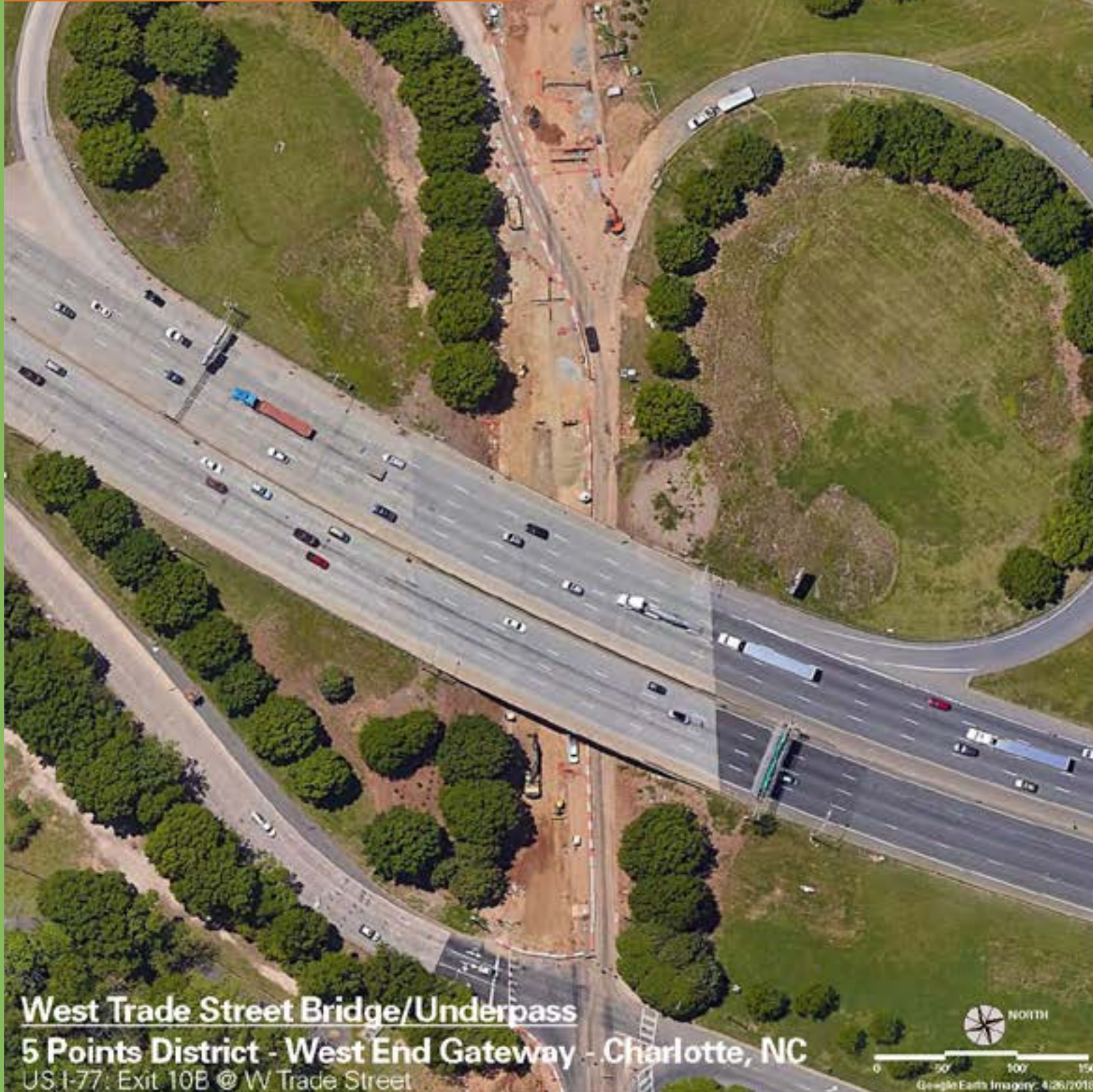
I-77 Reclamation

Case Study - Overpass Ped. Cap



I-77 Reclamation

Case Study - Ped. Underpass Enhancement



I-77 Reclamation

Case Study - Promenades



I-77 Reclamation

Case Study - I-277 Reclamation





5POINTS *FORWARD*

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