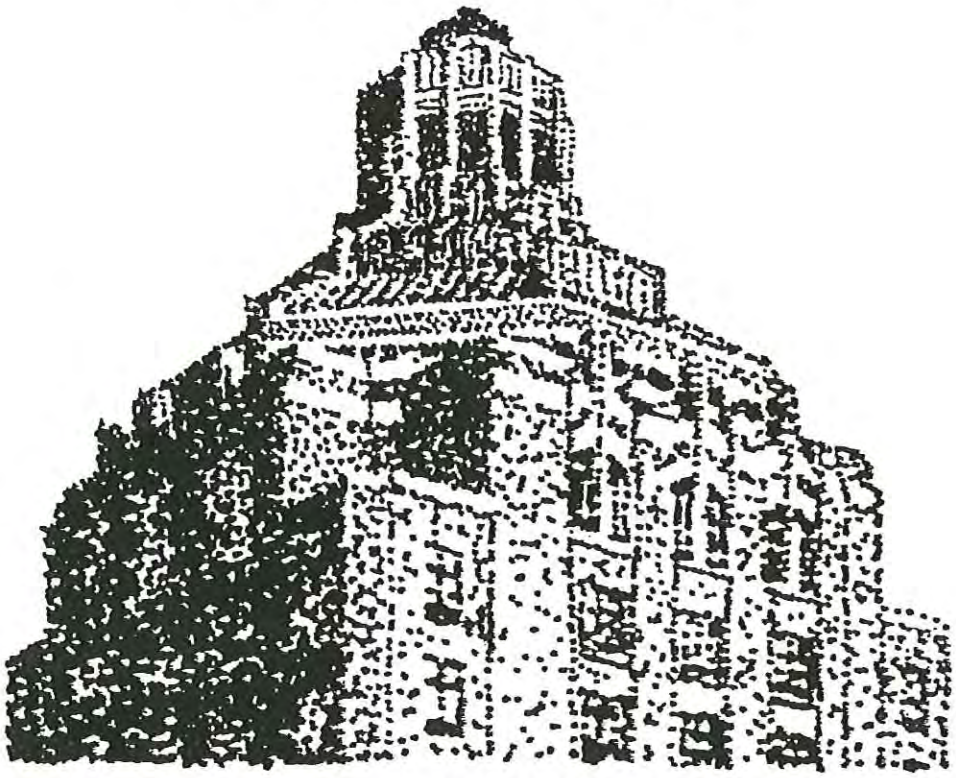
ASHEVILLE
CITY PLAN
2010

Charlotte Street
Corridor Plan



2010 ASHEVILLE CITY PLAN
CHARLOTTE STREET
CORRIDOR PLAN

Asheville, North Carolina

1999

PROPOSED BY THE CITIZENS OF ASHEVILLE
PREPARED BY THE CITY OF ASHEVILLE
PLANNING & DEVELOPMENT DEPARTMENT

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INTRODUCTION

Charlotte Street, and its unique mixture of commercial, institutional and residential properties, is located between an increasingly vibrant downtown and some of Asheville's most historic neighborhoods. Over the past ten years, hundreds of new businesses have opened in the historic buildings of Downtown Asheville, which is fast becoming a major draw for tourists. The neighborhoods which Charlotte Street serve have seen similar investment and revitalization occur over the years.

The street is also the "front door" for the Grove Park Inn, one of the largest tourist destinations in Western North Carolina. Charlotte Street is often the first introduction to Asheville (aside from the interstate highways) for the estimated 300,000 people who visit the Grove Park Inn each year.

Although its location poses problems, such as steadily increasing volumes of traffic and conflicts over development which tend to follow, it also provides Charlotte Street with enormous potential. An opportunity exists to take advantage of this potential in a way that enhances the street economically while assuring that future development is compatible with and beneficial to its surrounding neighborhoods and provides an appropriate entry into the City.

The Charlotte Street Corridor Plan will serve as a guide for future development and improvements along the street. Upon adoption by the City Council, the plan will become part of the Asheville City Plan: 2010, the comprehensive plan for the City of Asheville. As such, the plan will be used by elected officials, city staff and the Charlotte Street community in making decisions related to the future of the street.

The recommendations contained in the plan are not intended to be implemented through regulatory "requirements" imposed on property owners within the corridor. Rather, the plan's recommendations can best be implemented through cooperative efforts between the various groups who will benefit from the plan (i.e. business and property owners, adjacent neighborhood organizations and the City). Additionally, "incentive based" zoning changes should be created as a means to advance the implementation of the plan. These incentives should be designed to complement and work with (rather than against) market forces as well as to help guide future development of the street in a manner which is consistent with the plan.

The property owners, residents of adjacent neighborhoods, and others with an interest in the future of the street must work cooperatively and positively (both with each other and with the City) to assure that the street develops in a mutually beneficial way. Only with the proper infusion of public and private sector investment and support can the Charlotte Street community realize the goals of this plan.

THE PLANNING PROCESS

In January of 1996, the Asheville City Council directed the City Planning and Development Department to develop a small area plan for the Charlotte Street Corridor (from Interstate 240 north to the end of the street).

The first step in the process was to gather background information regarding the historical development and existing conditions of the area. The Planning and Development Department staff gathered information concerning such things as land use, vehicular and pedestrian circulation, utilities and other physical qualities of the area.

In April of 1996, City Council established the makeup of an Advisory Committee which would have two major roles in the planning process:

1) To provide advice to staff regarding the planning process and the content of the plan; and

2) To provide information to and solicit input and participation from their constituents.

Although City Council established the makeup of the committee (and therefore the groups which would be represented), each group was charged with selecting the individual members which would represent them. The committee consisted of five commercial property owners, one commercial tenant, two residential property owners (whose property is on the street) and representatives from the four residential neighborhoods which surround the street.

Advisory Committee Members

- *Joe Adams,* Grove Park/Sunset Neighborhood Association
- *Jerry Bailey,* Commercial property owner
- *Charlton Bradsher,* Charlotte Street Neighbors Association
- *Rick Eckerd,* Residential property owner
- *Gary Edmonds,* Commercial property owner
- *Fran Killian,* Residential and commercial property owner
- *Douglas McRae,* Hillside/Chestnut Residents Association
- *Lowell Pearlman,* Commercial property owner
- *John Spake,* Commercial tenant
- *Pam Turner,* Residential property owner
- *Mike Ward,* Albemarle Park Neighborhood Association
- *Don Williams,* Commercial property owner
- *Chris Knorr,* Liaison from Historic Resources Commission
- *Jane Mathews,* Liaison from Planning and Zoning Commission
- *Tommy Sellers,* Liaison from City Council

The Advisory Committee began meeting in May of 1996. Early on, the committee focused primarily on the planning process itself. The committee and staff felt strongly that the planning process should incorporate the following three elements:

1) an opportunity for broad citizen participation;
2) a way to visualize the issues and potential solutions to problems; and
3) the inclusion of individuals from the local area as well as people from outside of Asheville who could bring a fresh perspective to the table.

With these three elements in mind, staff and the Advisory Committee designed a process which included an intensive two day design charette. The purpose of the charette was to begin to identify and illustrate possible solutions and recommendations which address the major issues facing the street. The results of the charette were intended to be used as a foundation from which to develop the plan, rather than as a final product. In preparation for the charette, two community workshops/meetings were held at the Jewish Community Center on Charlotte Street. Each meeting was attended by approximately 65 people. The majority of those in attendance were residents of surrounding neighborhoods.

The first community meeting was designed to identify the major issues facing the street. Among other things, participants were asked to identify those things which they liked and disliked about the street, and to list the things which they thought Charlotte Street needed more of and less of. The responses given by the community (which can be found in Appendix A on Page 41) tended to fall into specific categories, which became the major subjects that the plan would address. These major components are:

- Vehicular and Pedestrian Circulation;
- Land Use; and
- Streetscape and Appearance

The second community meeting was designed to get input regarding how, in a general way, those in attendance thought the major issues should be addressed. Participants were asked to work in teams to create "mission statements" for each of the major categories to be addressed by the plan. The statements generated at the second community meeting can be found in Appendix B on Page 54.

With the information from the two community meetings in hand, the Advisory Committee and the Planning and Development Department staff began organizing to host the charette. Many talented professionals, representing varied and complimentary fields were invited to participate in the workshop, which was held on May 1st and 2nd at St. Mary's Parish. The event was preceded by a potluck dinner in Grove Park on April 30th and was followed by a presentation on May 3rd.

Charlotte Street
Charette Team Members

- *Dan Baechtold,*
  Transportation Planner, City of Greensboro, NC
- *James Cheeks,*
  Traffic Engineer, City of Asheville
- *Carlton Collins,*
  Architect, Asheville
- *Ginny Faust,*
  Planner with the State of NC
- *Ron Fuller,*
  Transportation Planner, City of Asheville
- *Gerald Green,*
  Senior Planner,
  City of Asheville
- *David Hill,*
  Architect, Black Mountain, NC
- *Jeff Mitchem,*
  Planner,
  Urban Design Consultant, Portland, OR
- *Suzanne Molloy,*
  Assistant Director of Public Works,
  City of Asheville
- *Rick Potestio,*
  Architect, Portland, OR
- *Doug Spell,*
  Assistant City Manager, City of Asheville
- *Elizabeth Teague,*
  Planner, Land of Sky Regional Council

The "charette team" was charged with developing preliminary recommendations related to each of the three major issues facing the street. As resources, the team used the information from the community meetings, technical materials and maps provided by the City , and their own experience and knowledge. The team was asked to keep the following principles (which were based on the community meetings and discussions of the advisory committee) firmly in mind as they worked:

- Improved safety for all modes of transportation;
- Less dominance of the automobile;
- Promote pedestrian activity/circulation and alternate means of transportation;
- Continue the existing mix of uses which consists of commercial, residential, institutional and open space;
- Encourage a mix of uses within individual new developments;
- Encourage compatible new development that serves adjacent neighborhoods;
- Improve the appearance of the street;
- Create a unique and unifying image for the street; and
- Think win/win

Over the course of the two day event, approximately 60 people attended, either as observers or as active participants. Thanks to the efforts of the team members (who volunteered their time to participate) and the efforts of the community, the charette yielded numerous recommendations to improve the street. These recommendations provided a good foundation from which to build the plan's final recommendations. In an effort to try to pull the various groups together, the charette process was proposed through staff and the Advisory Committee. There were some who did not agree with the outcome.

One of the recommendations from the charette process was to explore the possibility of creating a redesigned right-of-way on Charlotte Street between Chestnut Street and Edwin Place which would include two traffic lanes with a center turn lane. The elimination of one traffic lane would allow space to provide planting strips or bike lanes along the edges of the street. The Charlotte Street Traffic Corridor Analysis from August, 1997, prepared by the City's Engineering Department, indicated that if the street was redesigned into a three-lane section, the level of service on the street would be reduced to a Level of Service "F" (for a description of Level of Service "F", see Table 1 on Page 13).

Following the charette, staff continued to study the issues and expanded upon many of the charette's recommendations. A few recommendations, after further analysis, were eliminated and additional recommendations were added. A series of meetings followed the charette at which staff and the advisory committee reviewed the preliminary recommendations prepared by staff.

Staff then prepared a draft of the plan, which included background information along with specific recommendations. This draft also identified the agencies or groups responsible for carrying out each recommendation and suggested a time frame for completion.

Upon completion of the draft plan, it was presented to members of the Advisory Committee for further comment. The draft plan was presented to the community at an informal public meeting before being presented to the Planning and Zoning Commission and the City Council for review and adoption.

STUDY AREA BOUNDARIES

The study area for the Charlotte Street Corridor Plan is bordered by the I-240 Expressway to the south and the Grove Park Golf Course to the north. The study area generally includes only those lots that directly front on Charlotte Street. Variations in the width of the study area are primarily due to variations in lot depth as shown on the Study Area Location Map. On the west side of Charlotte Street north of Broad Street, the study area is expanded to include the second tier of lots due to the fact that these are vacant lots and/or lots in common ownership that can be developed as part of the corridor. This linear study area encompasses approximately 51 acres and eighty (80) separate tax lots.

The Charlotte Street corridor does not exist in a vacuum. It both influences and is influenced by its surrounding streets and neighborhoods. Therefore, in a few cases, the plan makes recommendations regarding areas which are located outside of the defined study area.

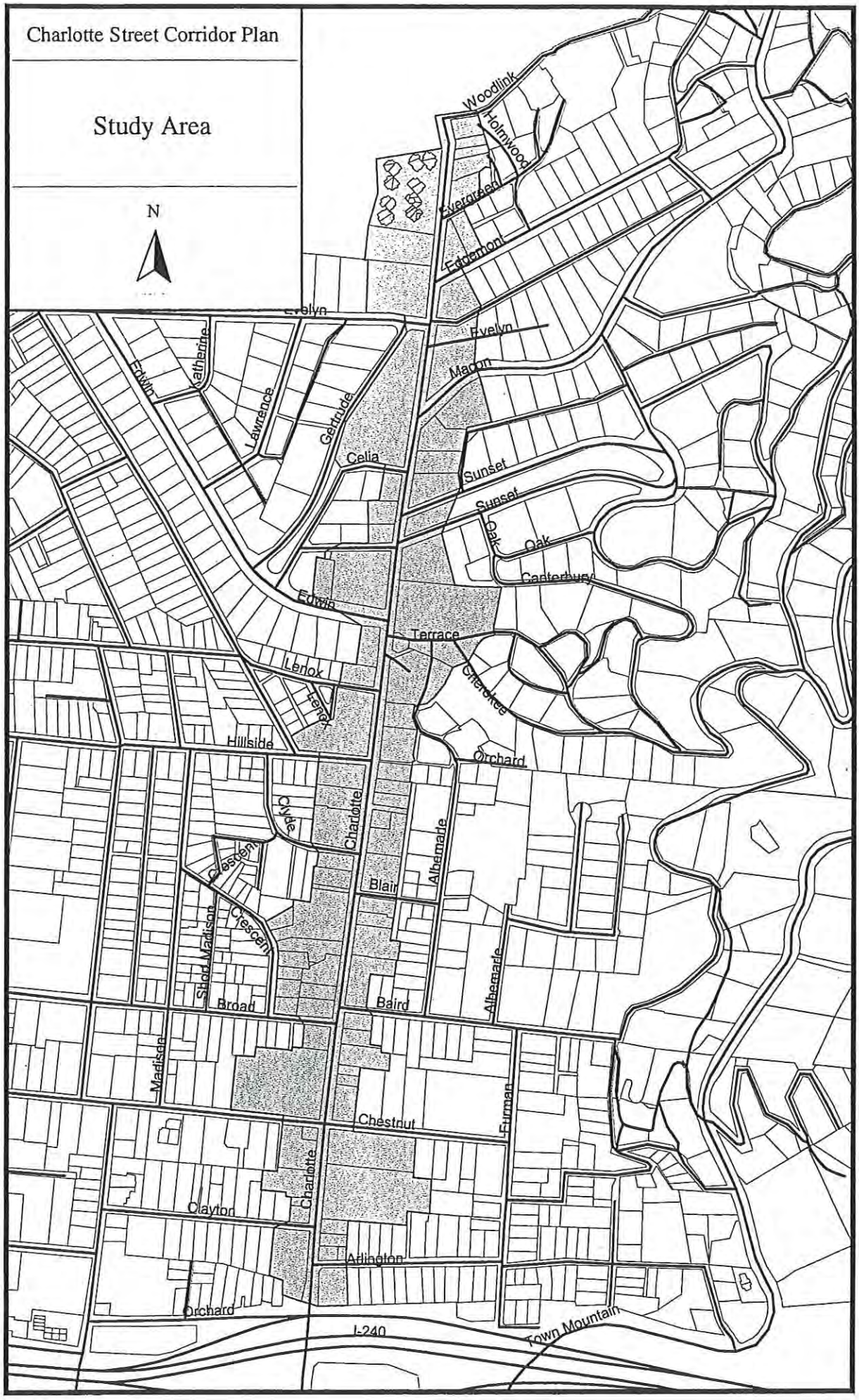
HISTORICAL DEVELOPMENT

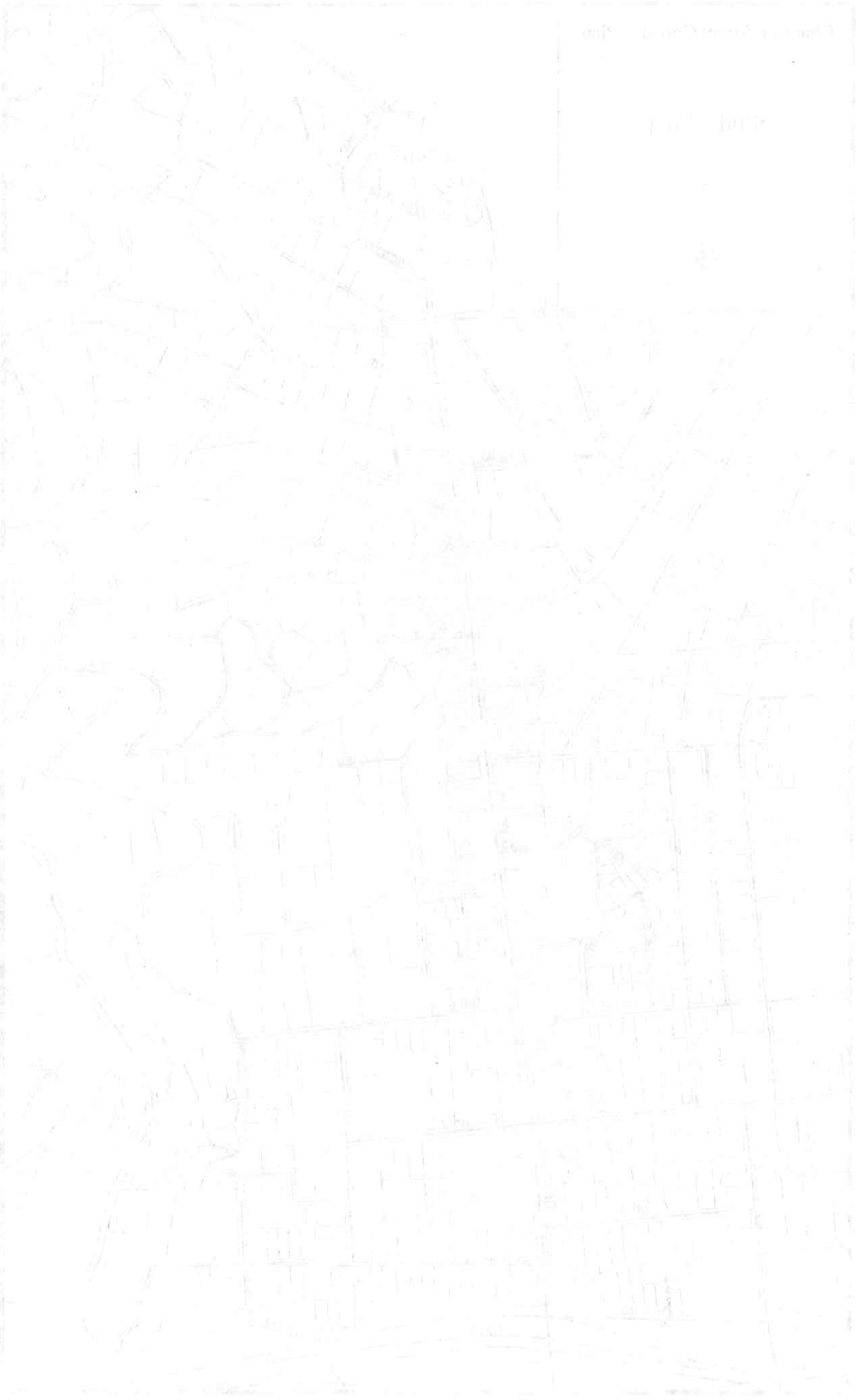
Charlotte Street as a Link to Asheville's History

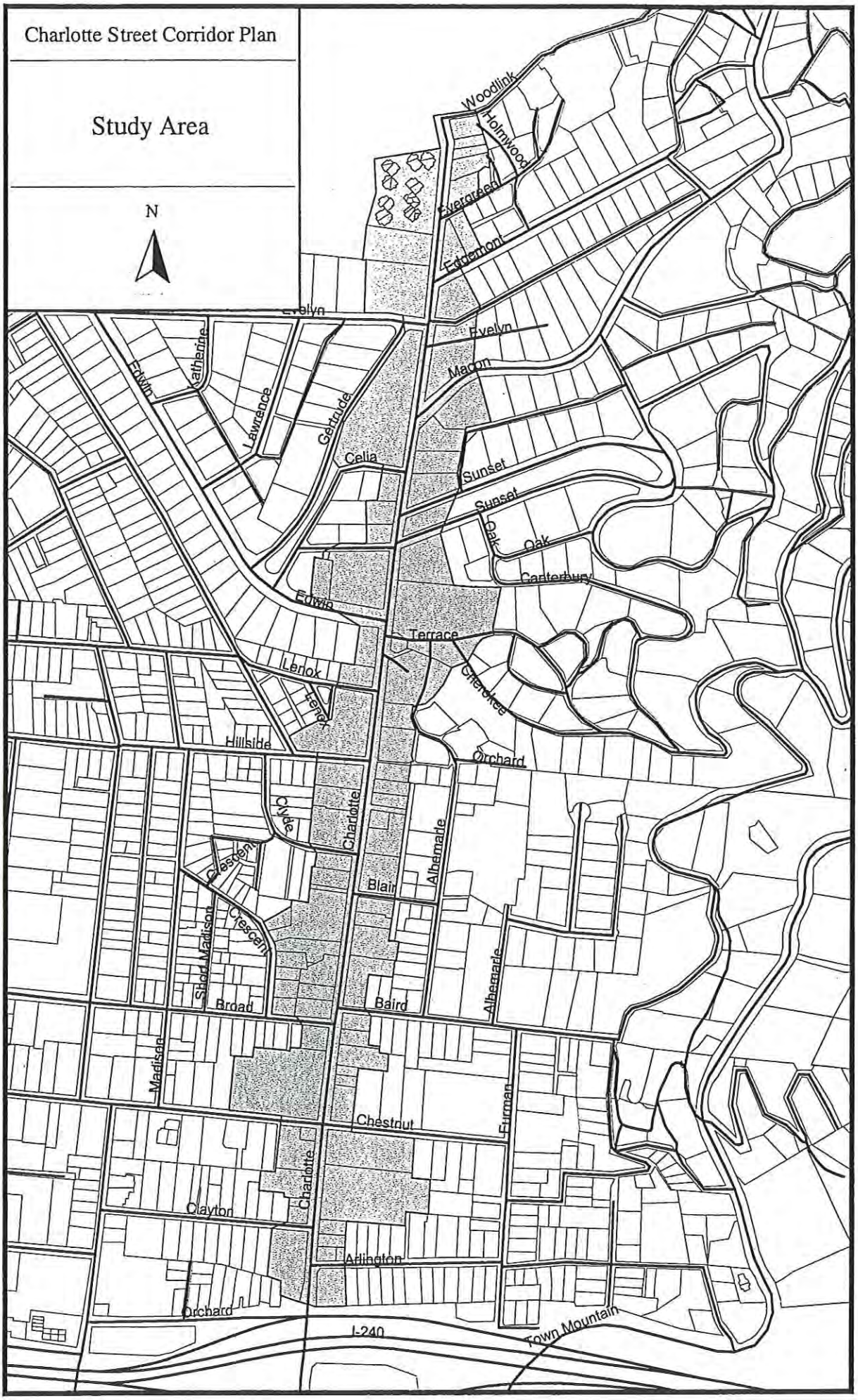
"Sometime around 1880 the wagon track running roughly parallel to Merrimon Avenue (then Beaverdam Road) skirting the Baird and Patton Estates at the foot of Sunset Mountain acquired the surname of a Patton in-law, Charlotte."

- Cabins and Castles

Over the course of the twentieth century Charlotte Street has both benefited from and contributed to its surrounding neighborhoods. The people, development and activities of this historic area have left an indelible mark in Asheville's history. The identity of Charlotte Street is very much the product of the four historic districts that have grown up in and around the street over the last one hundred years. Those *National Register and Local* Historic Districts are known today as: Chestnut/Liberty, Grove Park, Proximity Park, and Albemarle Park. Charlotte Street has also been home to a thriving resort community. Both The Manor Inn and The Grove Park Inn have made healthy contributions to the Charlotte Street community while serving the scores of people that have visited the area through the years. As the gateway to these communities and resorts, Charlotte Street has been the path traveled by individuals such as George Pack, Dr. Carl Von Ruck, Bela Bartok, William Jennings Bryan, and E. W. Grove into the pages of Asheville's history.


Charlotte Street Corridor Plan
Study Area
N
Woodlink
Holmwood
Evergreen
Edgemont
Evelyn
Madon
Katherine
Edwin
Lawrence
Gertrude
Celia
Sunset
Oak
Canterbury
Terrace
Cherokee
Orchard
Lenox
Hillside
Clyde
Charlotte
Albemarle
Blair
Baird
Crescent
Short Madison
Broad
Madison
Chestnut
Furman
Clayton
Arlington
I-240
Town Mountain

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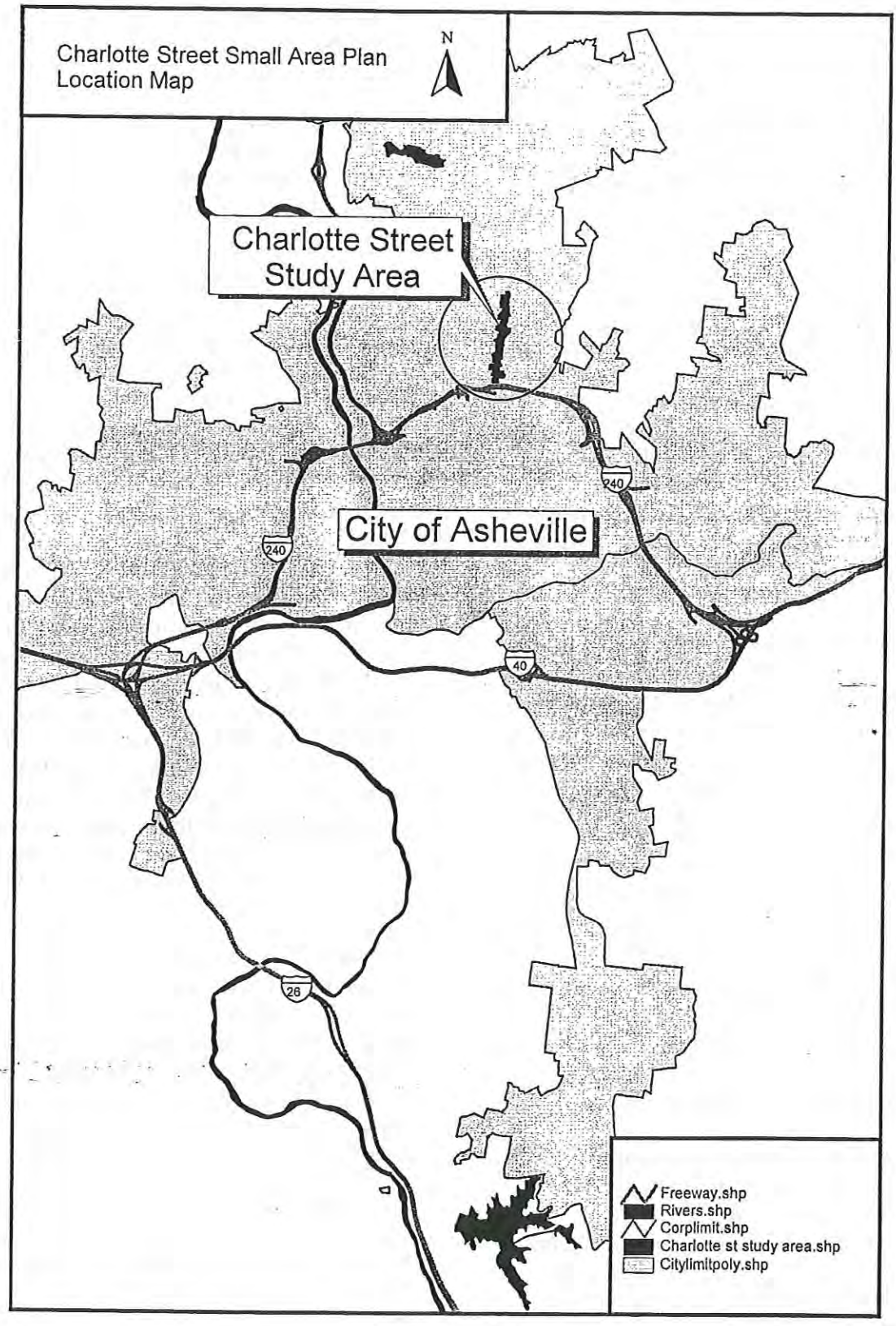
Furman
Clayton
Arlington
I-240
Town Mountain


Charlotte Street Small Area Plan
Location Map
N
Charlotte Street
Study Area
City of Asheville
240
240
40
26
Freeway.shp
Rivers.shp
Corplimit.shp
Charlotte st study area.shp
Citylimitpoly.shp

TUBERCULOSIS

At the turn of the century tuberculosis threatened the lives of rich and poor alike. Known for the healing properties of its mountain air and climate, Asheville became renowned for the study and treatment of pulmonary lung diseases and was considered the outstanding tuberculosis center in North America. It was "Climate [that] was the primary factor in the treatment of tuberculosis in those days, Asheville's [climate] was recognized as one of the best in the nation for curing lung disease"[1]

Many of the famous figures who made Asheville - specifically the Charlotte Street area - their home or retreat, came initially on the promise of good health. Grove, for instance," ... was so impressed by the healthful benefits of Asheville that he later moved [here], putting the stamp of his money, his name, and his vision on the booming Asheville."[2]

By the 1920's the Asheville Board of Trade was boasting a very low death rate - as low as 75 out of 100,000 - for tuberculosis patients. It is not surprising that with improved health, the scenic beauty and the prospect of fortune kept many of Charlotte Streets biggest investors here.

Many well known physicians also came to Asheville in order to study and treat under Dr. Carl Von Ruck who was known as the pioneer of pulmonary medicine. Von Ruck built his home at 53 Albemarle Place in the Chestnut/Liberty neighborhood off Charlotte Street. Today his home is a designated local historic landmark and is commonly known as the Chateau Apartments.

CHESTNUT/LIBERTY AND MISSION HOSPITAL

The Chestnut/Liberty historic neighborhood dates from the post railroad boom period. The Chestnut/Liberty historic district "reflects the remarkably cosmopolitan character the mountain town [Asheville] quickly acquired once rail transportation opened it to tourists and investors in the 1880's."3

Prior to the turn of the century the neighborhood housed some of the finer boarding houses to be found in Asheville.

Chestnut/Liberty's oldest home is the Patton House, built in 1869 by Thomas Patton. Home to Patton descendants, the house still sits at the corner of East Chestnut and Charlotte Streets today.

Captain T. W. Patton is considered to have had a steady influence on Charlotte Street over the course of the early 20th century. Along with L. Pulliam, Patton helped establish the Mission Hospital at the corner of Woodfin and Charlotte Streets. Patton and Pulliam purchased the *Hawley property* at 13 Charlotte Street in 1887 to serve as a new home for the growing Mission Hospital. The hospital remained in this small house until 1892 when the ladies of the *Flower Mission* planned a new hospital with the most modern equipment. The new building would be the first in North Carolina built specifically as a hospital. The Alderman and Mayor of Asheville opposed the new hospital as a nuisance to the residents of the surrounding neighborhoods. Ultimately the state supreme court decided in favor of the hospital and the new Mission Hospital was built. By 1920, a growing number of patients required the construction of yet another hospital building, which stands today as the Park Place Office building at 70 Woodfin Place.

The Latta Nurses Home was built as lodging for the hospitals nursing staff. The building contained bedrooms, recreation areas, classrooms, and a chemistry lab. Mission Hospital would remain at this location until 1950 when it moved to its current location on Biltmore Avenue. The Latta Nurses Home still stands today across from the Park Place Office Building.

In about 1905, the Pattons began to sell "their street side property. Thence began a decade of building on Charlotte Street and most of the surviving residential fabric dates from that period."[4]

SWANNANOA GOLF AND HUNT CLUB

The original home of the Swannanoa Golf and Hunt Club was in West Asheville. However, just before the turn of the century the Golf Club was moved, building and all, to one hundred acres of land leased from George Pack at the very north end of Charlotte Street. The Club opened to the public in 1899. Today the Swannanoa Golf and Hunt Club is owned and used as the golf course for the Grove Park Inn. Although the Golf Club brought attention to Charlotte Street, it was the arrival of the steam dummy and eventually the electric rail that allowed popular access to the somewhat remote properties on the street.

TROLLEYS

Following the coming of the railroad, Asheville's Street Railway Company was formed in 1886. The first trip of the new electric trolley car was on January 29, 1889 and the system formally opened for service three days later. Among other lines, the rail company provided service from the public square in downtown Asheville to the terminus at the end of Charlotte Street. Asheville's street trolley system ran until 1934 when tracks were pulled up to make way for buses and cars.

ALBEMARLE PARK AND THE MANOR INN

The first resort development on Charlotte Street arose in Albemarle Park with the construction of The Manor Inn and The Gatehouse. In 1897 William Rauol returned to Asheville's miserable economy and his ten year old investment in property on Charlotte Street. He believed that the only way to make money from this property was to split it into building lots. It was from this idea that Albemarle Park emerged. "Father hit on the plan of having me cut out and clear the Asheville Place . . . At that time Charlotte Street was the ragged end of nowhere and, the boom having petered out shortly before, there was but little chance of selling the property."[5] Thomas Rauol, son of William, upon the suggestion of Colonel Coxe of Asheville's Battery Park Hotel, convinced his father that the Charlotte Street property would be a profitable sight for a boarding house. *Designed by Bradford Gilbert*, construction of The Lodge and Manor began in 1897 and The Manor opened for business on January 1, 1899. The Manor had the atmosphere of an English Inn and represented the dramatic turn-of-the-century resort era. Through the 1930's, the Manor served as the activities center for guests of the "cottages" as well as a center for community events and activities. The social popularity of The Manor was only surpassed by that of the Grove Park Inn, which "played a major role in the slow decline of the Manor during the late 20's and 30's."6

Over the years, The Manor has changed hands and uses numerous times. The designation of The Manor Inn and The Lodge (The Gatehouse) as historic landmarks, and Albemarle Park as a historic district, helps to assure that their heritage and character will be preserved

PROXIMITY PARK

Ten years after The Manor and Albemarle Park began construction, Dr. Carl Reynolds, an Asheville native and medical statesman, along with D.C. Waddell, F. R. Hewitt, H. R. Milllard, and C. C. Millard, established the Proximity Park Company. "The catalyst who provided a successful mix of Pack lands and trolley business was Dr. Carl V. Reynolds . . . who in 1907 formed a group of local businessmen into the Proximity Park Corporation which purchased land from Pack containing the Asheville Rapid Transit right-of-way and the Macon Ave. right-of-way."[7] "The Company Divided approximately 130 acres of land into building lots" which went up for sale on August 11, 1907. Proximity Park was to be "served by the two trolley systems,"[8] making it the first suburb in Asheville built specifically to be served by the street car.

Dr. Reynolds constructed his home, which later became the Albemarle Inn and is now a historic landmark, at 86 Edgemont Avenue in Proximity Park. It was here that renowned composer Bela Bartock composed his Third, and last, Concerto for the Piano, also known as The Asheville or Bird Concerto.

Also of notable importance in Proximity Park is Saint Mary's Church, Rectory and Grounds which is also designated as a historic landmark. Built in 1914 on the East side of Charlotte Street, Saint Mary's is the only Anglo-Catholic Church in North Carolina.

Of the six original blocks that comprised Proximity Park, four remain today. In 1910 two blocks were sold to E. W. Grove. Those two blocks would soon become part of Grove Park East.

GROVE PARK

The Grove Park Community extends west and east on either side of Charlotte Street. Two phases of development took place in the evolution of Grove Park; the first from 1908-1913 and the second in 1914. The community contains numerous and varied architectural styles and was designed to accommodate the automobile, which is reflective of Grove's love for the new motor car. "Grove Park, laid out by landscape designer Chauncey Beadle, [has] curvilinear streets, large tree canopies, stone retaining walls, and a grand entry park."[9] A tribute to the successful design of the Grove Park Community is the fact that *since its construction*, very few changes have been made in the layout of the community.

In 1913 E. W. Grove began the mammoth task of constructing The Grove Park Inn. The Inn was built with native boulders from Sunset Mountain and the construction was overseen by Grove and his son-in-law Fred Seely. In addition to the trolley, which took visitors to the Inn, the Grove Park could also be accessed by motor car, helping to establish its elite clientele. "Before 1911 [Grove] had removed the tracks of the steam railway up Sunset Mountain and replaced them with the Sunset Mountain Motor way."[10]

THE EMERGENCE OF THE AUTOMOBILE

In 1934 the street car system made its last run and railway tracks along Charlotte Street and throughout Asheville were pulled up forever. Street cars were replaced with buses and the automobile.

The popularity of the automobile brought about a great demand for filling and service stations to accommodate the Charlotte Street neighborhoods and resorts. As early as 1932, The Pure Oil station was open for business at 128 Charlotte Street. The Pure Oil Company championed a domestic style of architecture which fit in with the residential quality of the neighborhoods. The station closed in the late 70's and the building has since changed hands numerous times. Today, the Pure Oil station building is home to a popular sandwich restaurant, Two Guys Hoagies. The Charlotte Street Gulf (BP) station was built in 1943, and continues as a "full service" station today. Across from the Gulf station was the original Exxon station, which moved to its current location at 62 Charlotte Street in the mid 1960's. The Amoco across from the new Exxon was originally a full service Shell station in the 1970's and the Texaco at the corner of Hillside and Charlotte was originally a Sinclair station. The steady
increase of service stations not only documents the increase of automobile use, but also the growth and popularity of the neighborhoods accessed by Charlotte Street.

The completion of the Asheville Cross-Town Expressway in 1960, followed by the I-240 interchange in 1981, changed the face and development of Charlotte Street. The new interstate facilitated efficient auto travel along with the tremendous possibilities of "growth".

RESIDENTIAL TO COMMERCIAL

Beginning in the 1920's, commercial development began to appear among Charlotte Street's pattern of residential development. As the neighborhoods flourished and the resorts drew more tourist and local activity, Charlotte Street was able to recognize its place as a commercial center serving residents and out-of-towners alike.

The building at 100 Charlotte Street, which now houses an art supply store, was once a soda fountain and drug store where Thomas Wolfe, in his pre-Look Homeward Angel days, could be spotted with friends. The building at 179 Charlotte Street was once the K & C Grocery. Now the Center for Martial Arts at 242 Charlotte Street, was yet another drug store serving the needs of the local community. *Also significant to the street is the Jewish Community Center at 236 Charlotte Street. Asheville is the smallest community in the United States and one of only two in North Carolina to have a Jewish Community Center.*

ARCHITECTURE

Much of the original architecture within the area's four historic districts has been preserved. The work of notable architects such as J. A. Tennent and Richard Sharp Smith are present in just about every historic district. Also of considerable influence is the work of landscape architects Chauncey Beadle *and Samuel Parsons Jr.*

J. A. Tennent was the architect for Asheville's 1876 Courthouse and 1892 City Hall. He built his own home in the Chestnut/Liberty neighborhood at 223 Chestnut Street. In 1904 Tennent sold his home to Asheville's Senator Pritchard.

Remnants of Richard Sharp Smith's designs and influence can be seen in each of Charlotte Street's surrounding neighborhoods. An English immigrant, Smith came to Asheville in 1890 to oversee the construction of the Biltmore Estate. After completion of the estate, Smith continued to leave his mark in the area with his notable designs and architecture (both in his own practice and in partnership with Albert Heath Carrier). Smith was also responsible for Charlotte Street's historic Saint Mary's Church, rectory and grounds which he co-designed with Grove Park's Chauncey Beadle.

Today, from the Sunset Terrace of the Grove Park Inn we can enjoy the beautiful mountain vistas and the view of the Asheville Skyline. From this perspective we are able to reflect on the people and events which have shaped the Charlotte Street community. The classic patterns of development and architecture have produced a timeless and rich heritage from which a successful future can emerge.

REVIEW OF EXISTING PLANS

Charlotte Street has been addressed to varying extents in other plans prepared by or for the City of Asheville. Ranging from John Nolen's Asheville City Plan 1922 to recent Capital Improvements Programs, the issues addressed in these plans are indicative of the evolution of Charlotte Street and the role it plays in the city. Spanning a period of approximately seventy years, the recommendations and proposals presented in these plans provide a foundation for future *actions on* Charlotte Street.

The Asheville City Plan 1922, prepared by planning consultant John Nolen, was the first plan to address Asheville's growth and development from a comprehensive perspective. In this plan, Nolen addressed the challenges and needs facing a rapidly growing community. Charlotte Street was mentioned in several of Nolen's recommendations, with the recommendations addressing primarily public facilities and transportation.

Charlotte Street Small Area Plan
Historic Districts and Landmarks
N
St. Marys Episcopal Church
Macon
Charlotte Street
Sunset
The Manor
Gatehouse
Cherokee
Hillside
Von Ruck House
Beaufort Lodge
Charlotte Street
Albemarle
Broad
Baird
His
Historic Districts
Study Area

Recommended improvements for the Charlotte Street corridor included in the Asheville City Plan 1922 are:

- Widen the Charlotte Street right-of-way from 50 feet to 60 feet;
- Upgrade the existing street car line on Charlotte Street from the rail depot to the Country Club;
- Develop a park along the west side of Charlotte Street extending from Evelyn Place to Edwin Street (present Grove Park);
- Construct a school off Charlotte Street between the Manor and Sunset Parkway to serve the school aged population of the area;
- Extend Murdock Avenue to Charlotte Street, intersecting Charlotte Street at the current location of Clyde Street;
- Construct a new street (diagonal) from Charlotte at Orchard Street to Woodfin Street;
- Extend Charlotte Street north through the Asheville (now Grove Park) Country Club to Beaverdam Road; and
- Improve the intersection of Charlotte Street and Chestnut Street by increasing the turning radii and improving signage.

The financial crash of 1929 and the ensuing depression prevented the implementation of most of the recommendations for Charlotte Street as presented in the Asheville City Plan 1922. Grove Park was developed and the street car line saw some improvement, but the other recommendations were set aside as the city struggled with burdens placed upon it by the depression.

The Charlotte Street area was next addressed in a comprehensive manner in the Asheville City Plan 2010, adopted by the Asheville City Council in 1987. Authored by Asheville Planning Department staff, the development of this plan involved the input of hundreds of city residents. Given the comprehensive nature of the Asheville City Plan 2010 and its broad scope, its recommendations are general in nature.

A limited number of recommendations are presented for the Charlotte Street area in the Asheville City Plan 2010:

- Widen and improve Murdock Avenue to create a connection between Charlotte Street and Merrimon Avenue;
- Improve sidewalks on a portion of Charlotte Street to increase pedestrian safety;
- Continue bus service along Charlotte Street; and
- Maintain commercial or office zoning on Charlotte Street from I-240 to Edwin Place. From Edwin Place north, maintain residential zoning.

Some of these recommendations have been implemented, while changing goals have resulted in a reexamination of others.

Charlotte Street and surrounding areas have been addressed to a lesser extent in the city's other principal planning document, the Capital Improvements Program (CIP). A need for storm drainage improvements was identified in the CIP two years ago, with funding set aside for these improvements. The improvements were completed as identified in the CIP. The current CIP identifies no projects in the Charlotte Street area.

VEHICULAR AND PEDESTRIAN CIRCULATION - *EXISTING CONDITIONS*

Vehicular Circulation

Though less than a mile in length, Charlotte Street has become an important part of the transportation system serving the North Asheville community. The role that Charlotte Street plays in this system, and subsequently the character of the street itself, varies dramatically

between the southern and northern sections of the street. The 1996 Asheville Urban Area Thoroughfare Plan classifies the southern section of the street, between the interstate and Edwin Place, as a crosstown facility and a minor thoroughfare. In addition to providing access to adjacent neighborhoods, this section of the street links with Edwin Place and Kimberly Avenue to serve as an alternative to Merrimon Avenue for much of the North Asheville population. Traffic volumes are high within this four lane section of the street and the level of service is generally low.

North of Edwin Place, Charlotte Street plays a much more localized role in the City's transportation system, primarily serving adjacent residential neighborhoods. However, even this northern section carries a significant amount of "cut through" traffic destined for The Grove Park Inn via Macon Avenue as well as for the neighborhoods farther to the north including those in the Beaverdam valley. This two lane section carries much lower volumes of traffic and provides a higher level of service.

The following is a more detailed, section by section description of the vehicular circulation conditions on the street. Please note that ADT refers to "average daily (vehicle) trips". Descriptions of the various levels of service can be found in Table 1 on Page 13.

Traveling from south to north, the first segment of Charlotte Street is located between Interstate 240 and East Chestnut Street. In this location, Charlotte Street is a four lane road providing two traffic lanes in each direction. There is not a center turn lane. The intersection of Charlotte Street and East Chestnut Street is a 4-way signalized actuated intersection. Although there are long queues at this location, most traffic is serviced very efficiently. Other intersecting streets within this segment include Arlington Street, which makes a "T" intersection with Charlotte Street on the east side, and Clayton Street, which makes a "T" intersection with Charlotte Street on the west side. Both Arlington and Clayton streets are two lane, bidirectional roads with on-street parking.

According to an August, 1997 study, the volume of traffic in this area is 29,128 ADT. This section of the street operates at a level of service "E" using peak hour counts.

The section of Charlotte Street between Chestnut Street and Broad Street is also four lanes (two in each direction) without a center turn lane. Broad Street is a two lane, bidirectional residential street which makes a "T" intersection on the west side of Charlotte Street.

This section of Charlotte Street carries a volume of 32,685 ADT and operates at a level of service "D" using peak hour counts. The intersection of Charlotte Street and E. Chestnut Street operates at a level of service "A/B".

There are three intersecting streets within the third section of Charlotte Street - between Broad Street and Hillside Street. Baird Street is a bidirectional residential road with on-street parking that forms a "T" intersection on the east side of Charlotte Street. This intersection operates at a level of service "D" and has some sight-distance problems. Blair Street is a one-way residential street that also forms a "T" intersection on the east side of Charlotte Street. Clyde Street forms a "T" intersection on the west side of the street.

This segment of Charlotte Street operates at a level of service "D" using peak hour counts and carries a volume of 24,316 ADT.

The final section of four lane roadway is located between the intersections of Hillside Street and Cherokee Road/Edwin Place. Hillside Street is a bidirectional collector street that forms a "T" intersection on the west side of Charlotte Street. A traffic light has recently been installed at this intersection. Lennox Street is a one-way residential street forming a "T" intersection on the west side of street. Cherokee Road is a bidirectional street intersecting Charlotte Street on the east side.

Cherokee Road's travel lanes near the intersection are separated by the manor House Office Building which causes some sight distance problems.

The volume of traffic in this area of Charlotte Street is 19,706 ADT and the section of roadway operates at a level of service "C" using peak hour counts.

At Edwin Place, a collector road which intersects Charlotte Street on the west side, Charlotte Street transitions into a two lane road with much lighter traffic and a more residential flavor. Between Edwin and Evelyn Place, Charlotte Street intersects Bond Street and Celia Place on the west side and Sunset Parkway and Macon Avenue on the east side. Macon Avenue, in addition to serving local residences, is the primary access for the Grove Park Inn.

The volume of traffic in this area reduces to 6,592 ADT between Edwin Place and Celia Place and 5,308 ADT between Sunset Parkway and Macon Avenue. This section of the roadway operates at a level of service ranging from "A/B" between Edwin Place and Celia Place to a Level C between Sunset Parkway and Macon Avenue.

The final segment of Charlotte Street, between Evelyn Place and the Grove Park property, is a lightly traveled two lane section that primarily provides access to a relatively small number of residential properties. Intersecting residential streets include Edgemont Road, Evergreen Lane and Woodlink Street. Charlotte Street ends at the Grove Park Inn golf course immediately north of the intersection with Woodlink Street.

Although the 1997 traffic study did not include this section of the street, volumes are light and levels of service are generally very good in this area.

TABLE 1.
DESCRIPTIONS OF LEVELS OF SERVICE (A-F)

LEVELS OF SERVICE

LEVEL A:

Describes primarily free-flow operations. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. Very comfortable for driver. Safe for pedestrians.

LEVEL B:

Describes reasonably free-flow conditions. The ability to maneuver is only slightly restricted. Comfort is high. Safe for pedestrians.

LEVEL C:

Describes stable operations. Freedom to maneuver is noticeably restricted. Driver tension increases with any delay. Safe for pedestrians - caution is increased.

LEVEL D:

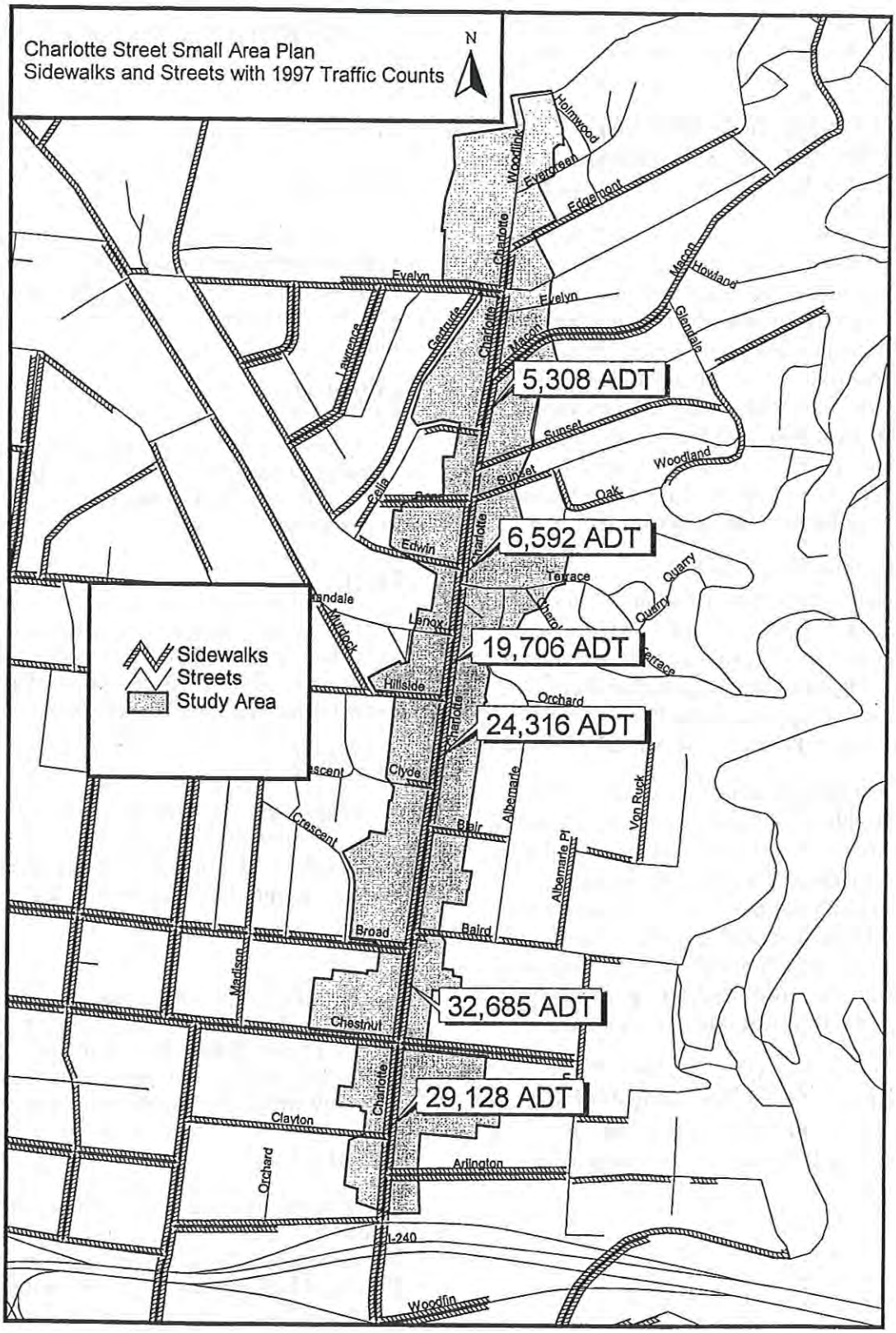
Borders on unstable flow. Freedom to maneuver is severely restricted. Driver comfort level is drastically reduced. Pedestrian comfort is very low - caution is high.

LEVEL E:

Describes conditions that are extremely unstable. Any new vehicle entering the traffic stream causes delay. No maneuverability. Driver comfort is extremely poor. Pedestrian comfort is very low with very unsafe conditions.

LEVEL F:

Describes forced or breakdown flow. Gridlock. Longer queues. Lots of congestion. No maneuverability. Driver comfort is poor, with irrational behavior, panic, very unstable and unsafe conditions. Pedestrians face a very unstable and unsafe situation.


Charlotte Street Small Area Plan
Sidewalks and Streets with 1997 Traffic Counts
N
Sidewalks
Streets
Study Area
5,308 ADT
6,592 ADT
19,706 ADT
24,316 ADT
32,685 ADT
29,128 ADT
Holmwood
Woodlink
Evergreen
Edgemont
Charlotte
Howland
Evelyn
Glendale
Lawrence
Gertrude
Sunset
Woodland
Oak
Edwin
Terrace
Quarry
Hillside
Orchard
Clyde
Crescent
Albemarle
Von Ruck
Albemarle Pl
Blair
Broad
Baird
Madison
Chestnut
Clayton
Arlington
Orchard
I-240
Woodfin

PUBLIC TRANSPORTATION

The Asheville Transit Authority provides fixed route transit service to the Charlotte Street area with lines along Charlotte Street, Macon Avenue (to the Grove Park Inn) and Kimberly Avenue. Transit service is available on Charlotte Street and Macon Avenue hourly with trips to Kimberly Avenue scheduled every two hours. The bus leaves the downtown transit center every half hour for the Grove Park Inn, a trip that takes approximately 15 minutes to complete.

There are approximately twenty (20) bus stops on the street, located primarily at intersections. Benches for transit riders are provided at the intersections of Edwin Place, Hillside Street and East Chestnut Street.

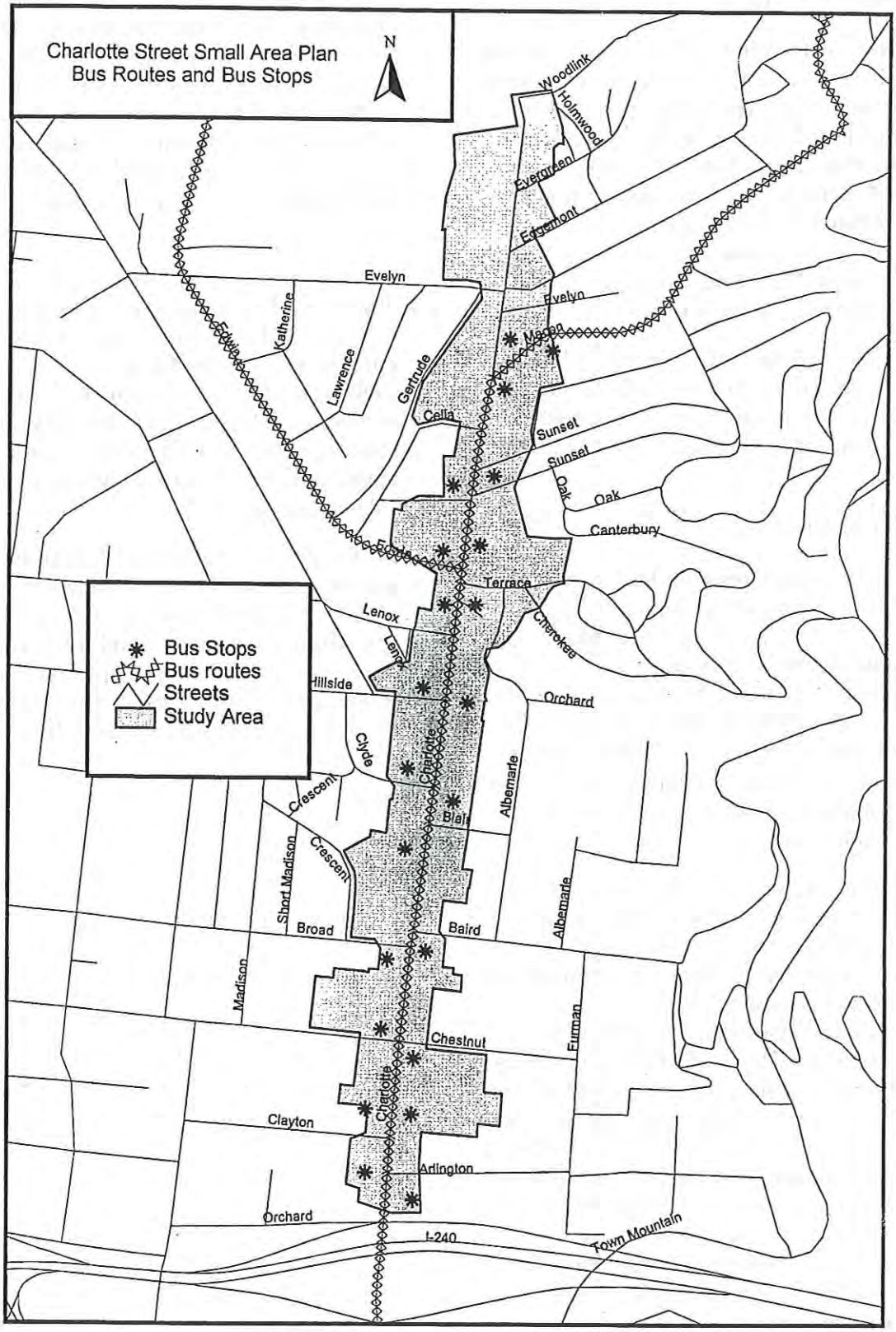
PEDESTRIAN CIRCULATION

Sidewalks currently exist on both sides of Charlotte Street between the interstate and Edgemont Road. North of Edgemont Road, sidewalks are absent from the street, except for a short span on the east side between Evergreen Lane and Woodlink Street. Although the condition of the sidewalks on Charlotte Street varies from good to poor, a number of problems combine to make pedestrian activity difficult in all but a few locations.

Throughout the length of the street, utility poles have been placed in the middle of the sidewalks, forming a barrier to two-way pedestrian movement. In places, particularly on the East side of the street between Cherokee Road and Hillside Walk, the sidewalk itself becomes too narrow for comfortable pedestrian activity. This area of the sidewalk also needs maintenance. Other impediments to pedestrian use of Charlotte Street's sidewalks include the abundance of driveway cuts and the speed and closeness of vehicular traffic, both of which create an unsafe feeling for pedestrians. Pedestrian access to Charlotte Street from the adjacent neighborhoods is generally good. However, some intersecting streets (Blair, Cherokee, Clyde, Evergreen, Lennox and Woodlink) do not provide sidewalks while some existing sidewalks along connecting streets are in need of maintenance. A number of properties on the street contain land uses which can draw pedestrians from the adjacent neighborhoods. These uses include the restaurants, the retail businesses, the community center and the park.

Pedestrian access from Charlotte Street to downtown is poor. Pedestrians must cross the bridge over I-240 and negotiate the traffic that enters and exits the freeway. Another option for walking from Charlotte Street to downtown is via Chestnut Street and Central Avenue. This route is made difficult by the poor pedestrian environment that Central Avenue's inadequate sidewalks provide.

Despite less than ideal conditions, many people continue to use Charlotte Street to walk and jog. As improvements are made to the pedestrian environment and new properties are developed (which may incorporate retail, office, residential and other uses), the level and enjoyment of pedestrian activities will significantly increase.


Charlotte Street Small Area Plan
Bus Routes and Bus Stops
N
Bus Stops
Bus routes
Streets
Study Area
Woodlink
Holmwood
Evergreen
Edgemont
Evelyn
Katherine
Lawrence
Gertrude
Celia
Magnolia
Sunset
Oak
Canterbury
Terrace
Lenox
Cherokee
Hillside
Orchard
Clyde
Charlotte
Albemarle
Crescent
Blair
Short Madison
Broad
Baird
Madison
Chestnut
Furman
Clayton
Arlington
I-240
Town Mountain

GOALS AND RECOMMENDATIONS

The goals listed below are broad statements of purpose and describe the desired end result of the plan. The recommendations outline ways in which the goals can be accomplished. These recommendations can best be implemented through cooperative efforts between the various groups who will benefit from the plan (i.e. business and property owners, adjacent neighborhood organizations and the City). Additionally, the City should look for opportunities to provide incentives for property owners to help implement the plan.

GOAL #1- IMPROVE THE SAFETY AND EFFICIENCY OF ALL MODES OF TRANSPORTATION WITHIN THE CHARLOTTE STREET CORRIDOR

Recommendations:

1. Improve traffic enforcement with the goal of significantly reducing the number of violations which occur on the street.

2. Improve the coordination and timing of traffic lights on Charlotte Street at the intersections of College Street, Interstate 240, East Chestnut and Hillside Streets. A request should be made by the appropriate city boards and commissions to the North Carolina Department of Transportation regarding this issue.

3. Replace, repair and raise curbs and gutters along Charlotte Street where needed according to the 1997 Charlotte Street Traffic Corridor Analysis.

4. Reduce the speed limit on Charlotte Street from 35 m.p.h. to 30 m.p.h.

5. Explore and select among various options to improve traffic safety and allow for pedestrian crossings at major intersections (i.e. Baird, Broad, Chestnut, Edwin, and Hillside Streets). Possible treatments include stop signs, signalization and paving details which alert motorists to the importance of the intersection and slow traffic. Consider using brick as the primary material for paving details/ pedestrian crosswalks.

6. At Edwin Place, Charlotte Street clearly transitions into a predominantly residential area. This transition should be articulated by creating landscaped medians on Edwin Place and Charlotte Street. The creation of medians would also serve to better channelize traffic at this location.

7. Explore the possibility of converting Arlington Street to one way only. Hold community meeting and take recommendations to City Council.

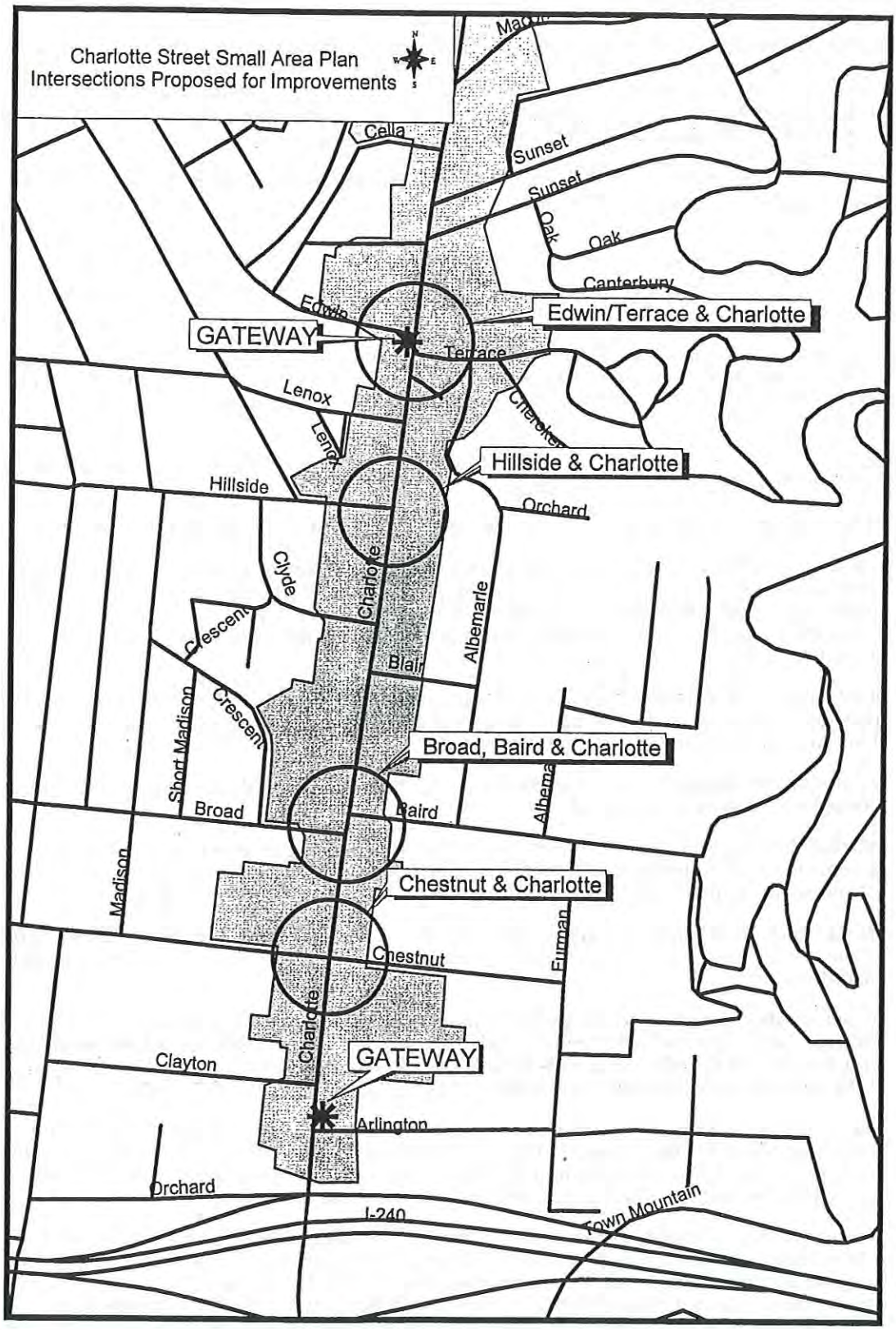
8. Enhance the functioning of the street by working WITH property owners, through the review of new development and construction of streetscape improvements, to identify locations where drive entrances should be eliminated or redesigned in order to improve overall safety.

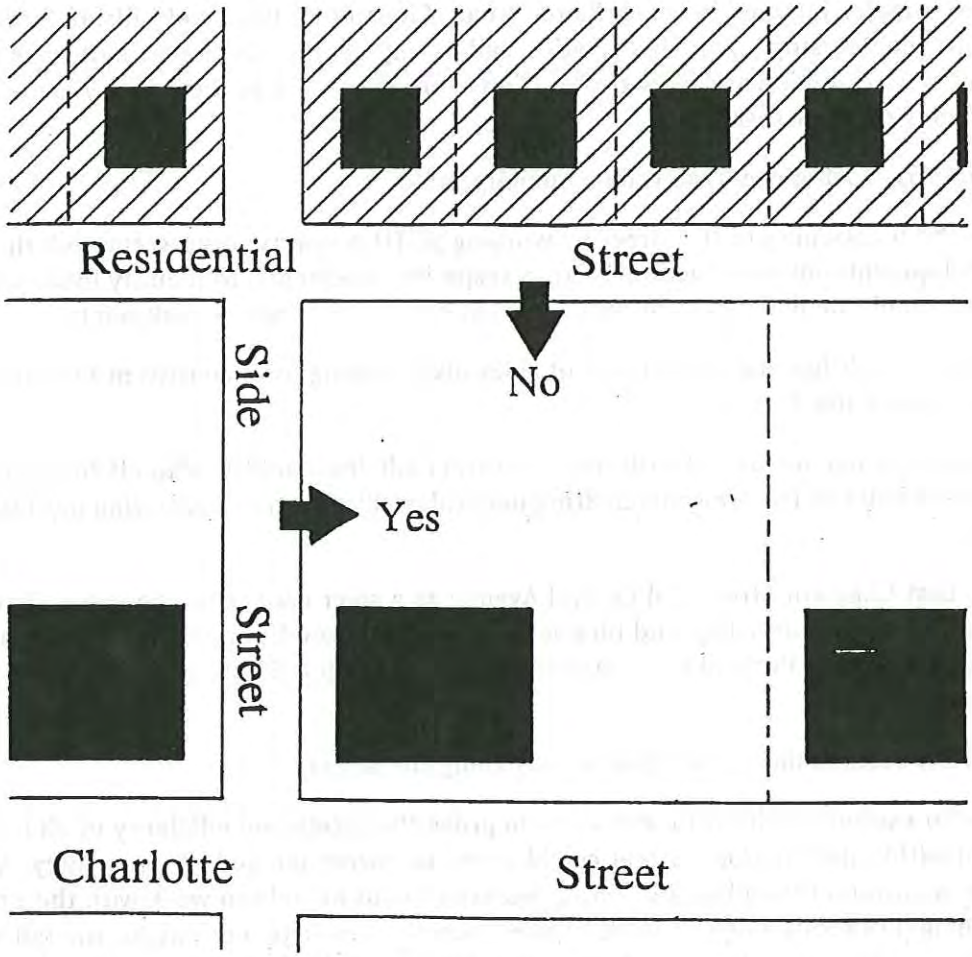
9. Access to properties along Charlotte Street should be provided from side streets wherever feasible. Access to commercial properties should not occur from residential streets which run parallel to Charlotte Street.

10. Encourage shared parking which serves multiple uses, thereby increasing the overall vehicle capacity. Property owners have raised a concern that there may be liability issues associated with shared parking arrangements. In recognition of this concern and the attributes of shared parking, property owners are encouraged to work together cooperatively to find ways to achieve shared parking.

11. Explore the possibility of creating a new street connection between Oak Street (which becomes Woodfin Street) and South Charlotte Street. This connection would give motorists traveling north on South Charlotte Street the option of using either Merrimon Avenue or Broadway for northbound movement, potentially reducing the traffic volume on Charlotte Street.

12. Continue to explore additional methods to improve the safety and efficiency of all modes of transportation within the Charlotte Street corridor and to encourage pedestrian activity. Within a year from the adoption of the plan, a planning workshop is to be held to work with the property owners and neighborhoods along Charlotte Street to look at realistic options for the full range of transportation concerns. This is to be facilitated by a neutral third party with expert professional design background in transportation planning, including traffic calming and pedestrian access.


Charlotte Street Small Area Plan
Intersections Proposed for Improvements
Cella
Sunset
Sunset
Oak
Oak
Canterbury
Edwin
GATEWAY
Edwin/Terrace & Charlotte
Terrace
Lenox
Lenox
Cherokee
Hillside & Charlotte
Hillside
Orchard
Clyde
Charlotte
Albemarle
Crescent
Blair
Crescent
Short Madison
Broad, Baird & Charlotte
Broad
Baird
Albema
Madison
Chestnut & Charlotte
Chestnut
Furman
Charlotte
Clayton
GATEWAY
Arlington
Orchard
I-240
Town Mountain


Residential
Street
No
Side
Yes
Street
Charlotte
Street

GOAL #2- PROMOTE INCREASED PEDESTRIAN ACTIVITY AS WELL AS ALTERNATE MEANS OF TRANSPORTATION WITHIN THE CHARLOTTE STREET CORRIDOR

1. Provide pedestrian and bicycling amenities within the public right-of-way which can increase the level and enjoyment of these activities. These amenities should include benches, bus shelters, street lighting ad bicycle racks/loops and should have a consistent design which is pedestrian scaled and compatible with the historic character of the street.

2. Explore and select among various options to improve traffic safety and allow for pedestrian crossings at major intersections (i.e. Baird, Broad, Chestnut, Edwin, and Hillside Streets). Possible treatments include stop signs, signalization and paving details which alert motorists to the importance of the intersection and slow traffic. Consider using brick as the primary material for paving details/pedestrian crosswalks.

3. Work towards moving overhead utilities underground.

4. Enhance the functioning of the street by working WITH property owners, through the review of new development and construction of streetscape improvements, to identify locations where drive entrances should be eliminated or redesigned in order to improve overall safety.

5. Improve the condition and consistency of sidewalks, striving for a consistent non-obstructed width of at least five feet.

6. Improve pedestrian access to Charlotte Street from adjoining neighborhoods by improving existing sidewalks in the area and creating new sidewalks or other pedestrian links where they do not exist.

7. Promote East Chestnut Street and Central Avenue as a safer connection between Charlotte Street and downtown for pedestrians and bicycles. Improve the conditions of the pedestrian environment including sidewalks and street lighting. Explore the possibility of creating bicycle lanes on these streets.

8. Provide ADA accessibility at all intersections along the street.

9. Continue to explore additional methods to improve the safety and efficiency of all modes of transportation within the Charlotte Street corridor and to encourage pedestrian activity. Within a year from the adoption of the plan, a planning workshop is to be held to work with the property owners and neighborhoods along Charlotte Street to look at realistic options for the full range of transportation concerns. This is to be facilitated by a neutral third party with expert professional design background in transportation planning, including traffic calming and pedestrian access.

10. Create a public/private partnership to explore a transit route connecting the Grove Park Inn with Charlotte Street, downtown and possibly Biltmore Village. Vehicle(s) could be designed as a "rubber wheeled trolley" that could serve a transit function and tie into the historic character of the area.

11. Make improvements and provide enhancements to transit stop locations along the street to make them more user-friendly. Such improvements may include compatible bus shelters, benches and other street furniture. Transit route schedules should be posted at these locations.

LAND USE - *EXISTING CONDITIONS*

One of the most distinctive features of Charlotte Street is the wide range of land uses that occur within the corridor. Although less than a mile in length, Charlotte Street is home to a variety of commercial uses, residential uses ranging from large single-family homes to apartments and condominiums, a number of institutional uses, a community center and a park.

In general, the southern end of the corridor (from I-240 to approximately Edwin Place) contains the broadest mix of land uses. While predominantly commercial, nearly twenty percent of the properties within this section of the street house residential land uses. This section of the street also contains two relatively large areas of vacant property and a community center.

Although more homogenous than the southern section, the northern end of the street (from approximately Edwin Place to the Grove Park property) contains a mix of single and multifamily residential uses, several religious institutions and nearly three acres of open space (Grove Park).

The following is a more detailed, section by section description of the land uses within the Charlotte Street Corridor:

There are thirteen properties within the first major segment of Charlotte Street, from I-240 to East Chestnut Street. This area consists predominantly of commercial uses, but is also home to two very different types of residential uses and one of the two large vacant properties on the street. Businesses in this area include two service stations, a carpet sales company, an art supplies store and a real estate office. A 2.2 acre parcel on the east side of the street, formerly the site of an Ingle's grocery store, is currently vacant. At the southeast corner of Charlotte Street and East Chestnut Street is the Parker residence, a large, gracious single-family home constructed in 1869. The King James Apartments occupy the upper floors of the building at 88-94 Charlotte Street which also houses a silk shop at the street level.

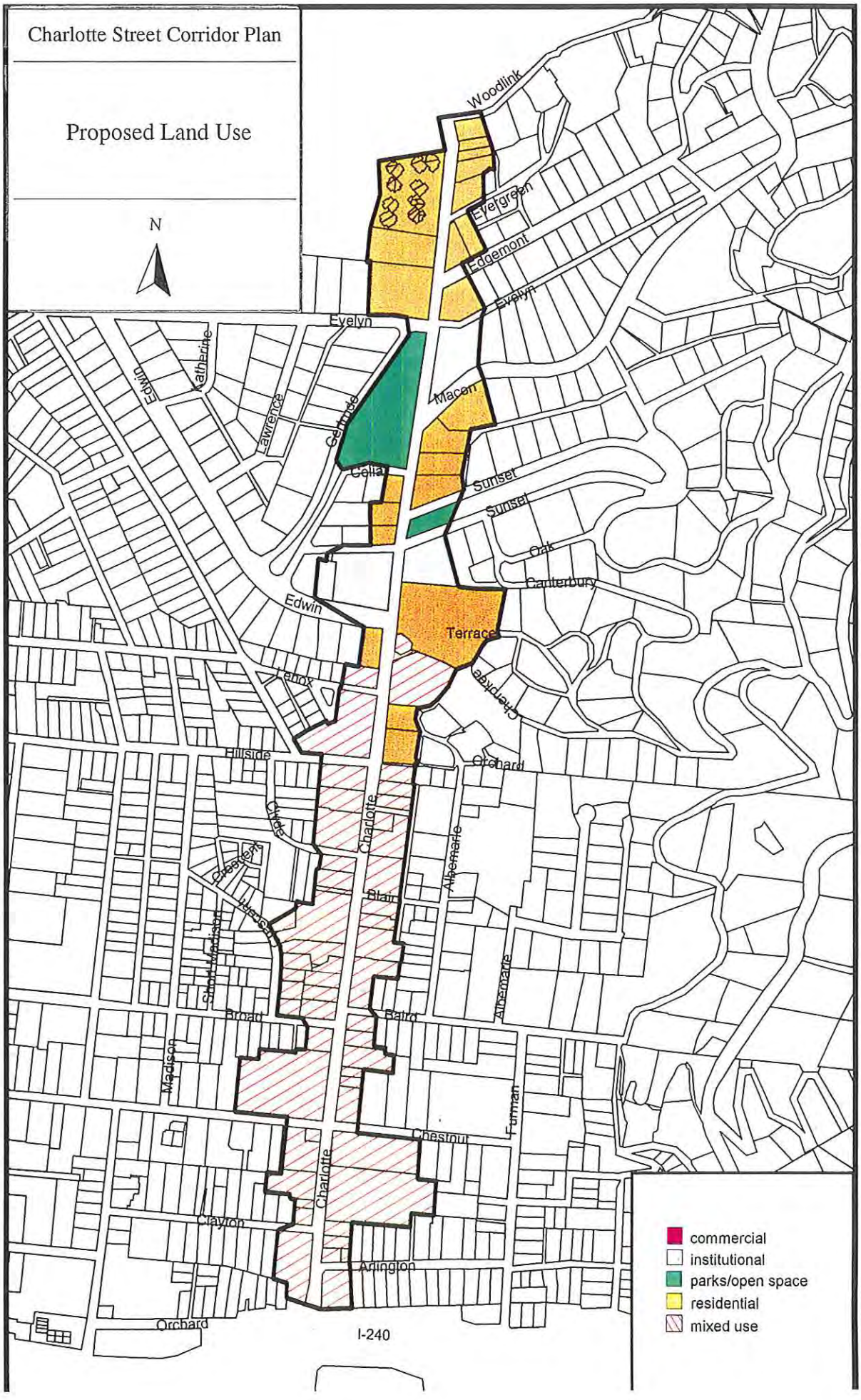
Between Baird, Broad, and Chestnut Streets, there are eight properties abutting Charlotte Street (two on the west side and six on the east). The two properties on the west side of the street are commercial (both house restaurants). The properties on the east side include five multifamily structures and a vacant lot.

On the west side of Charlotte Street, between the intersections of Baird, Broad and Hillside Streets, there are several offices, a credit union, a restaurant and a gas station/ convenience store. This section also includes the second large area of vacant property on the street. A variety of commercial uses can be found on the east side of the street, within this section. Uses here include a number of professional offices, a service station, a restaurant, a video store, a midwifery and a beauty shop.

A wide range of uses are housed in the short section of the street between Hillside Street and Edwin Place / Cherokee Road. On the west side, a community center, a multi-tenant commercial building containing a music school and a martial arts business, and a vacant lot can be found. The east side of the street houses various office uses and two residential lots (which abut Charlotte Street but are accessed only from a local residential street).

At Edwin Place and Cherokee Road, Charlotte Street begins to transition into a predominantly residential area. In the section of road between Edwin/Cherokee and Evelyn Place, residential, institutional and open space are the prevailing land uses. Residential properties vary from single family homes (found between Bond Street and Celia Place and between Sunset Boulevard and Macon Avenue) and The Manor Inn Apartments which house a large number of units within an historic group of buildings. There are three churches within this section of street. Grove Park, on the west side of the street, provides nearly three acres of public open space.

Charlotte Street Corridor Plan
Existing Land Use
N
Woodlink
Evergreen
Edgemont
Evelyn
Evelyn
Macon
Sunset
Sunset
Oak
Canterbury
Terrace
Cherokee
Orchard
Edwin
Lenox
Hillside
Charlotte
Albemarle
Baird
Broad
Short Madison
Madison
Albemarle
Furman
Chestnut
Charlotte
Clayton
Arlington
Orchard
I-240
Celia
Lawrence
Gertrude
Katherine
Edwin
commercial
institutional
parks/open space
residential
residential/commercial
vacant


Charlotte Street Corridor Plan
Proposed Land Use
N
Woodlink
Evergreen
Edgemont
Evelyn
Evelyn
Edwin
Katherine
Lawrence
Gertrude
Celia
Macon
Sunset
Sunset
Oak
Canterbury
Edwin
Terrace
Lenox
Cherokee
Hillside
Orchard
Clyde
Charlotte
Albemarle
Chesterfield
Blair
Short Madison
Madison
Broad
Baird
Albemarle
Madison
Fairman
Chestnut
Charlotte
Clayton
Arlington
Orchard
I-240
commercial
institutional
parks/open space
residential
mixed use

The final section of Charlotte Street, between Evelyn Place and the Grove Park property, is exclusively residential in use (although one lot stands vacant). This area includes both large and modest single family homes as well as two fairly large multi family properties. Charlotte Street's terminus is at the Grove Park golf course.

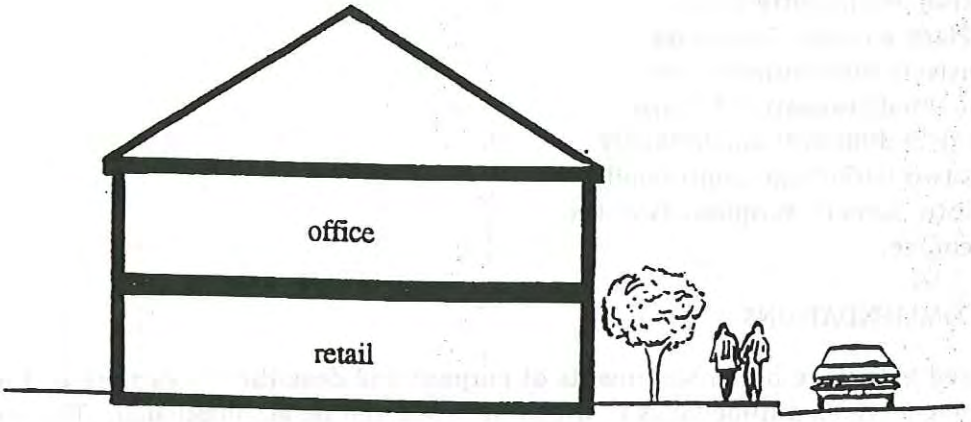
GOALS AND RECOMMENDATIONS

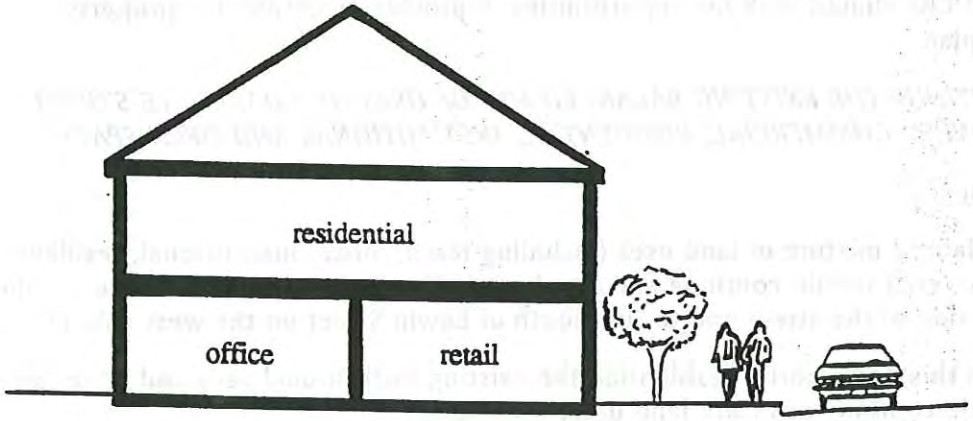
The goals listed below are broad statements of purpose and describe the desired end result of the plan. The recommendations outline ways in which the goals can be accomplished. These recommendations can best be implemented through cooperative efforts between the various groups who will benefit from the plan (i.e. business and property owners, adjacent neighborhood organizations and the City). Additionally, the City should look for opportunities to provide incentives for property owners to help implement the plan.

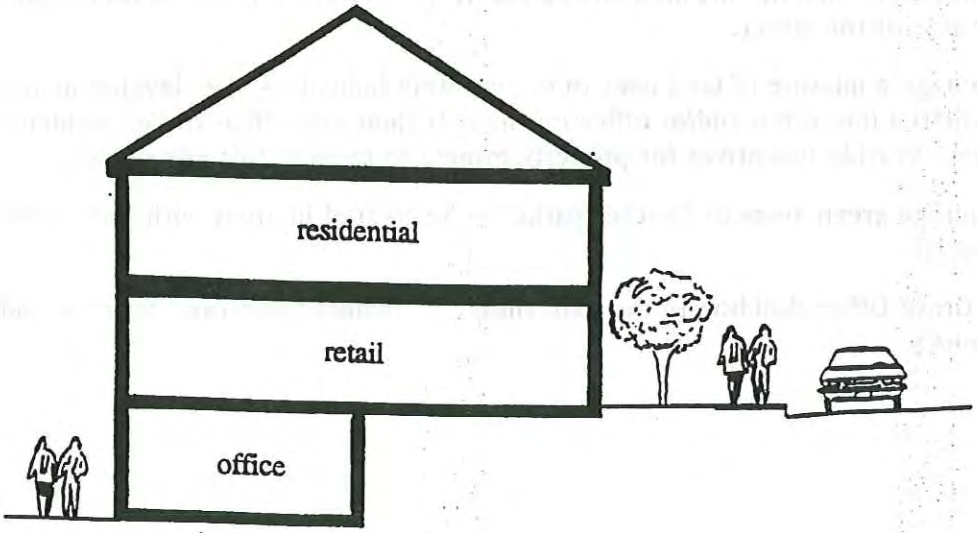
GOAL #1- CONTINUE THE EXISTING BALANCED MIX OF USES ON CHARLOTTE STREET BETWEEN COMMERCIAL, RESIDENTIAL, INSTITUTIONAL AND OPEN SPACE

Recommendations:

1. A balanced mixture of land uses (including retail, office, institutional, residential, open (green) space, etc.) should continue and develop on the street from I-240 to the Gatehouse on the east side of the street and to just south of Edwin Street on the west side of the street.
2. From this point north, residential, the existing institutional uses and open (green) space should continue as future land uses.
3. Medium to high density residential development should occur in the Crescent Street area. This can provide a good transition between the mixed use corridor and the lower density neighborhood behind this area and can serve to stabilize the very solid neighborhood on the west side of the street.
4. Encourage a mixture of land uses to occur within individual new developments in the mixed use district (i.e. retail and/or office on the first floor and office and/or residential on upper floors). Provide incentives for property owners to provide this mix of uses.
5. Encourage green areas or "pocket parks" to be created in areas with limited development potential.
6. The Grove Office Building in the park should be restored and used for civic and community purposes.


office
retail


residential
office
retail


residential
retail
office

GOAL # 2- ENCOURAGE COMPATIBLE NEW DEVELOPMENT THAT SERVES ADJACENT NEIGHBORHOODS AND HELPS TO CREATE AN ECONOMICALLY VIBRANT PEDESTRIAN ENVIRONMENT

1. Identify those businesses and other uses which serve the needs of adjacent neighborhoods and provide incentives for property owners and developers to provide these uses.

2. It is encouraged that new buildings be designed to be compatible with the historic character of the street. Encourage the use of traditional building materials, scale, massing, compatibility of facades, etc... Look for opportunities to provide incentives for property owners to develop their property in a manner which is consistent with this recommendation.

3. New buildings should have two stories (a third story is appropriate if the lower level is below grade on the Charlotte Street side of the property) and should be located toward the front of properties with parking located at the side or rear of buildings. The building line should be as close to the street as possible (behind the planting strip) but should be compatible with adjacent buildings. Parking should be lighted and designed with safety in mind. Lighting should be directed away from adjacent neighborhoods.

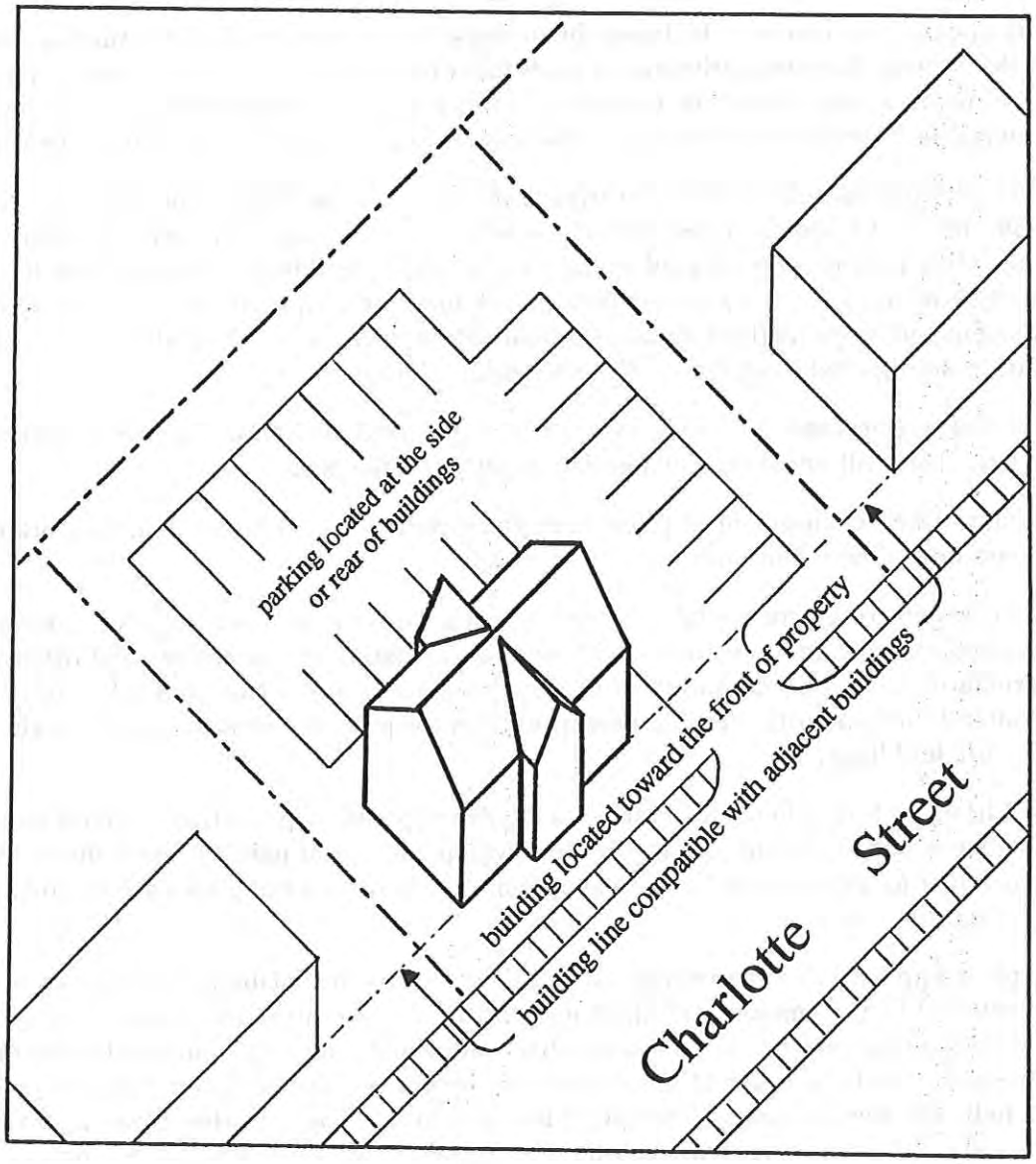
4. A storefront entrance to buildings should be provided at the front of the property next to the street. This will encourage pedestrian activity to take place.

5. Promote the development of pedestrian generating uses, such as retail, restaurant etc. on the street side of new buildings.

6. Historic structures are a vital asset to Charlotte Street and should be preserved. Educate property owners and developers with regard to existing tax incentives and other benefits associated with the restoration of historic properties and/or the establishment of local historic landmark designation. Provide new incentives for property owners to adaptively reuse historic buildings.

7. As Charlotte Street becomes more of a destination and as pedestrian activity increases, develop a public/private partnership to develop additional parking along the corridor. This additional parking would serve to supplement existing on site parking on individual properties.

8. Explore application of an overlay zoning district, or other planning strategy or tool which is developed to the commercial/mixed use portion of Charlotte Street. This overlay district or other planning strategy or tool may better allow and encourage quality development which meets the land use goals of the community. Incentives should be provided to property owners to help achieve the goals of the plan. The overlay distriact or other planning strategy or tool should provide property owners who wish to take advantage of these incentives with "bonuses" (such as increased allowable building area) for developing property in a manner which is consistent with the plan. A transition overlay district was requested by City Council when the propertywas zoned CBI with the adoption of the UDO.


parking located at the side
or rear of buildings
building located toward the front of property
building line compatible with adjacent buildings
Charlotte
Street

STREETSCAPE AND APPEARANCE - *EXISTING CONDITIONS*

Charlotte Street's streetscape embodies the characteristics of an older street which has been partially transformed by changing development patterns, changing land uses, and modern transportation modes. Originally, Charlotte Street was primarily a residential street with a few commercial enterprises. The historic residential nature of the street remains evident in the design and scale of many of the structures. Although many of the older structures have been converted to office or commercial uses, they continue to provide the street with a residential scale. Many vestiges of the historic residential use of these structures remain - front porches, stone walls, and front yards. The historic commercial buildings on the street demonstrate a pedestrian scale in their design. Constructed with little or no setback from the street and with large display windows, they relate to passing pedestrians and draw customers into the shops located within the buildings. Newer commercial buildings acknowledge the dominance of the automobile with greater setbacks, parking in the front, and one story construction. These buildings are designed so that motorists can easily identify them as businesses. Automobile access is made easy to attract passing motorists.

The street's landscaping, sidewalks, signage and other details are additional elements which form the streetscape and contribute to the general appearance of the street. Currently, the streetscape is very fragmented with no easily discernible pattern or rhythm. The appearance of the street varies widely within the corridor. Stone walls, which often function as retaining structures, are interspersed along the sidewalk, adding character and providing an edge to the streetscape. In many areas, there are large mature trees and carefully designed landscaping which contribute significantly to the appearance of the corridor. In other areas, large sections of the streetscape are completely devoid of landscaping. The condition of sidewalks along Charlotte Street is generally poor, contributing to the streetscape's overall poor impression. Wide and frequent driveway cuts, broken concrete, and utility poles (usually in the middle of the sidewalks) contribute to a less than inviting pedestrian environment and create visual chaos.

There are many positive elements of Charlotte Street's streetscape from which to build. Missing, however, is the cohesiveness and continuity of streetscape elements which can give a "sense of place" to the street. The lack of continuity is magnified by the two large vacant lots which interrupt the patterns of buildings on the street. The development of these lots, along with consistently applied enhancements to the streetscape, can be a unifying force that provides a unique (and marketable) image for the Charlotte Street corridor.

GOALS AND RECOMMENDATIONS

The goals listed below are broad statements of purpose and describe the desired end result of the plan. The recommendations outline ways in which the goals can be accomplished. These recommendations can best be implemented through cooperative efforts between the various groups who will benefit from the plan (i.e. business and property owners, adjacent neighborhood organizations and the City). Additionally, the City should look for opportunities to provide incentives for property owners to help implement the plan.

GOAL #1 - IMPROVE THE APPEARANCE OF CHARLOTTE STREET AND CREATE A UNIQUE AND UNIFYING IMAGE FOR THE CORRIDOR

1. New planting strips should be created along the fronts of properties, using a consistent selection of trees and other landscape materials.

2. It is encouraged that new buildings be designed to be compatible with the historic character of the street. Encouage the use of traditional building materials, scale, massing, compatibility of facades, etc... Look for opportunities to provide incentives for property owners to develop their property in a manner which is consistent with this recommendation.

3. Historic structures are a vital asset to Charlotte Street and should be preserved. Educate property owners and developers with regard to existing tax incentives and other benefits associated with the restoration of historic properties and/or the establishment of local historic landmark designation. Provide new incentives for property owners to adaptively reuse historic buildings.

4. Parking areas close to the street should be buffered through the use of vegetation, masonry or stone walls and/or earth berms.

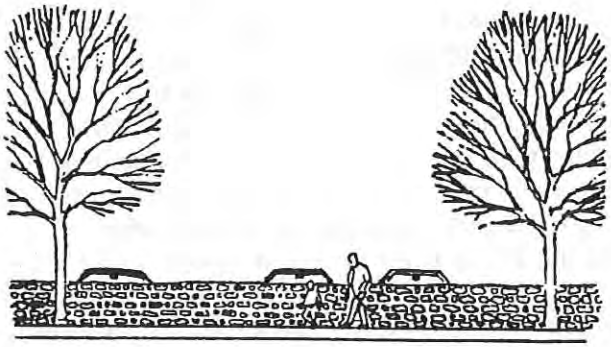
5. Work towards moving overhead utilities underground.

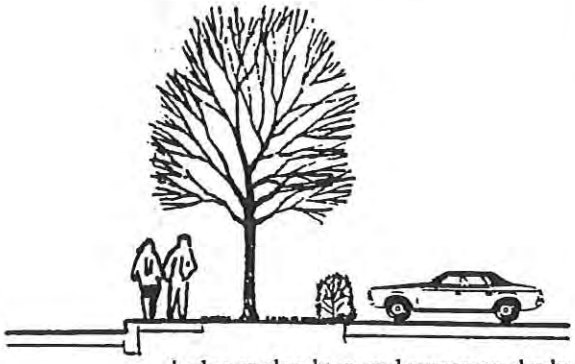
6. Encourage coordinated signage as well as a consistent design for street furniture and other pedestrian amenities. Develop streetscape plan for corridor. This plan should be developed by the property owners with guidance from the City and participation by residents of surrounding neighborhoods.

7. The entrance into the commercial (mixed use) section of the street should be emphasized by a defining gateway or monument to alert people to the fact that they are arriving at a special place. These "gateways" should be created at both the southern and northern entrances to the mixed use district.

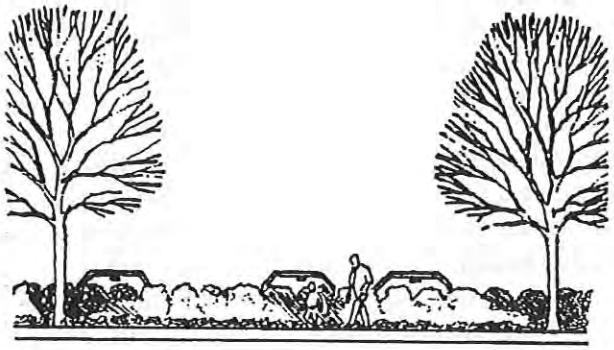
8. Preserve aesthetic amenities along the streetscape such as mature vegetation, rock walls, etc.

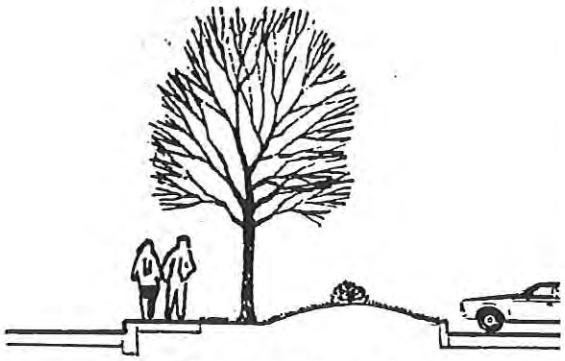
masonry or stone wall



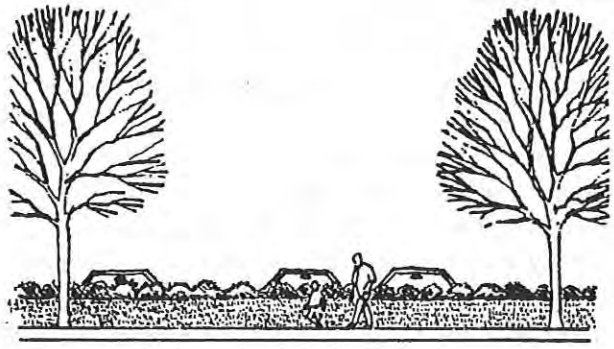


hedge or closely spaced evergreen shrubs





earth berm with low shrubs



PLAN MANAGEMENT AND IMPLEMENTATION

In order for this plan to be implemented, the commitment of a large number of participants will be required. The City of Asheville, property owners, tenants, residents of adjacent neighborhoods, private developers, nonprofit groups, and other entities will likely be involved in the implementation of the plan. As vehicular traffic becomes safer, pedestrian activity increases, new compatible development occurs, and the appearance of the street improves, all of the groups mentioned above will benefit. It stands to reason, therefore, that these groups must work together, in a positive and cooperative manner, to see that such changes occur. This cooperation will be key to the realization of the goals and implementation of the recommendations contained in the plan. Additionally, the City should look for opportunities to provide incentives for property owners to help implement the plan.

The following implementation table outlines the goals and recommendations of the plan and sets forth the time frame for carrying out each recommendation and the primary parties responsible for implementing each recommendation. The time frames for carrying out the various recommendations of the plan vary according to, among other things, the availability of resources. It is anticipated that the plan can be fully implemented within a period of five to seven years.

PERIODIC REVIEW AND MONITORING

The Asheville Planning and Development Department will periodically assess the progress in implementing the plan. When necessary, a community meeting will be held to review progress in implementing the plan. Since conditions within the study area could change and alter the premise for the various recommendations, it is important to revise the plan periodically. Revisions of the plan should be conducted in five year increments from the date of City Council's adoption of the document.

IMPLEMENTATION TABLE

GOALS AND RECOMMENDATIONS	*TIME FRAME*	*PRIMARY RESPONSIBILITY*
VEHICULAR AND PEDESTRIAN CIRCULATION		
GOAL #1-IMPROVE THE SAFETY AND EFFICIENCY OF ALL MODES OF TRANSPORTATION WITHIN THE CHARLOTTE STREET CORRIDOR		
1. Improve traffic enforcement with the goal of significantly reducing the number of violations which occur on the street.	Ongoing	Police Department
2. Improve the coordination and timing of traffic lights on Charlotte Street at the intersections of College Street, Interstate 240, East Chestnut Street and Hillside Street. A request should be made by the appropriate city boards and commissions to the North Carolina Department of Transportation regarding this issue.	1st year, Ongoing	Engineering Department, North Carolina Department of Transportation, City boards and commissions, Transportation Advisory Committee for Asheville MPO
3. Replace, repair and raise curbs and gutters along Charlotte Street where needed according to the 1997 Charlotte Street Traffic Corridor Analysis.	1st Year Engineering & Design, 4th - 5th Years Implementation, Contingent On Funding	Public Works Department, City Council (budget)
4. Reduce the speed limit on Charlotte Street from 35 m.p.h. to 30 m.p.h.	1st Year	Engineering Department, City Council
5. Explore and select among various options to improve traffic safety and allow for pedestrian crossings at major intersections (i.e. Baird, Broad, Chestnut, Edwin, and Hillside Streets). Possible treatments include stop signs, signalization and paving details which alert motorists to the importance of the intersection and slow traffic. Consider using brick as the primary material for paving details/pedestrian crosswalks.	1st Year Engineering & Design, 2nd - 3rd Years Implementation, Contingent On Funding	Engineering Department, Public Works Department, City Council (budget)

IMPLEMENTATION TABLE

GOALS AND RECOMMENDATIONS	*TIME FRAME*	*PRIMARY RESPONSIBILITY*
VEHICULAR AND PEDESTRIAN CIRCULATION		
GOAL #1-IMPROVE THE SAFETY AND EFFICIENCY OF ALL MODES OF TRANSPORTATION WITHIN THE CHARLOTTE STREET CORRIDOR (con't)		
6. At Edwin Place, Charlotte Street clearly transitions into a predominantly residential area. This transition should be articulated by creating landscaped medians on Edwin Place and Charlotte Street. The creation of medians would also serve to better channelize traffic at this location (illustrate with graphic).	1st - 2nd Years Engineering & Design, 3rd - 4th Years Implementation, Contingent On Funding	Engineering Department, Public Works Department, City Council (budget)
7. Explore the possibility of converting Arlington Street to one way only. Hold community meeting and take recommendations to City Council.	1st Year	Engineering Department, Planning and Development Department, City Council
8. Enhance the functioning of the street by working WITH property owners, through the review of new development and construction of streetscape improvements, to identify locations where drive entrances should be eliminated or redesigned in order to improve overall safety.	1st - 2nd Years Engineering & Design, 3rd - 4th Years Implementation, Contingent On Funding	Planning and Development Department, Engineering Department, Public Works Department, Technical Review Committee, City Council, Property Owners
9. Access to properties along Charlotte Street should be provided from side streets wherever feasible. Access to commercial properties should not occur from residential streets which run parallel to Charlotte Street.	1st Year, Ongoing	Planning and Development Department, Engineering Department, Technical Review Committee, City Council, Property Owners
10. Encourage shared parking which serves multiple uses, thereby increasing the overall vehicle capacity. Property owners have raised a concern that there may be liability issues associated with shared parking arrangements. In recognition of this concern and the attributes of shared parking, property owners are encouraged to work together cooperatively to find ways to achieve shared parking.	1st Year, Ongoing	Planning and Development Department, Engineering Department, Technical Review Committee, City Council, Property Owners

IMPLEMENTATION TABLE

GOALS AND RECOMMENDATIONS	*TIME FRAME*	*PRIMARY RESPONSIBILITY*
VEHICULAR AND PEDESTRIAN CIRCULATION		
GOAL #1-IMPROVE THE SAFETY AND EFFICIENCY OF ALL MODES OF TRANSPORTATION WITHIN THE CHARLOTTE STREET CORRIDOR (con't)		
11. Explore the possibility of creating a new street connection between Oak Street (which becomes Woodfin Street) and South Charlotte Street. This connection would give motorists traveling north on South Charlotte Street the option of using either Merrimon Avenue or Broadway for Northbound movement, potentially reducing the traffic volume on Charlotte Street.	Ongoing	Engineering Department, North Carolina Department of Transportation, Transportation Advisory Committee, City Council
12. Continue to explore additional methods to improve the safety and efficiency of all modes of transportation within the Charlotte Street corridor and to encourage pedestrian activity. Within a year from the adoption of the plan, a planning workshop is to be held to work with the property owners and neighborhoods along Charlotte Street to look at realistic options for the full range of transportation concerns. This is to be facilitated by a neutral third party with expert professional design background in transportation planning, including traffic calming and pedestrian access.	1st year, ongoing	Engineering Department, Public Works Department, City Council

IMPLEMENTATION TABLE

GOALS AND RECOMMENDATIONS	*TIME FRAME*	*PRIMARY RESPONSIBILITY*
VEHICULAR AND PEDESTRIAN CIRCULATION (con't)		
GOAL #2- PROMOTE INCREASED PEDESTRIAN ACTIVITY AS WELL AS ALTERNATE MEANS OF TRANSPORTATION WITHIN THE CHARLOTTE STREET CORRIDOR		
1. Provide pedestrian and bicycling amenities within the public right-of-way which can increase the level and enjoyment of these activities. These amenities should include benches, bus shelters, street lighting and bicycle racks/ loops and should have a consistent design which is pedestrian scaled and compatible with the historic character of the street.	1st - 2nd Years Engineering & Design, 2nd - 3rd Years Implementation, Contingent On Funding	Public Works Department, Property Owners, Neighborhood Residents, Asheville Transit Authority, Bikeways Task Force
2. Explore and select among various options to improve traffic safety and allow for pedestrian crossings at major intersections (i.e. Baird, Broad, Chestnut, Edwin, and Hillside Streets). Possible treatments include stop signs, signalization and paving details which alert motorists to the importance of the intersection and slow traffic. Consider using brick as the primary material for paving details/pedestrian crosswalks.	1st Year Engineering & Design, 2nd - 3rd Years Implementation, Contingent On Funding	Engineering Department, Public Works Department, City Council (budgets)
3. Work towards moving overhead utilities underground.	1st Year Engineering & Design, 4th Year Implementation Contingent On Funding	Engineering Department, City Council, Utilities, Property Owners, Neighborhood Residents
4. Enhance the functioning of the street by working WITH property owners, through the review of new development and construction of streetscape improvements, to identify locations where drive entrances should be eliminated or redesigned in order to improve overall safety.	1st - 2nd Years Engineering & Design, 3rd - 4th Years Implementation, Contingent On Funding	Planning and Development Department, Engineering Department, Public Works Department, Technical Review Committee, City Council, Property Owners
5. Improve the condition and consistency of sidewalks, striving for a consistent non-obstructed width of at least five feet.	3rd - 4th Years, Ongoing, Contingent On Funding	Engineering Department, Public Works Department, City Council (budget), Property Owners, CP&L
6. Improve pedestrian access to Charlotte Street from adjoining neighborhoods by improving existing sidewalks in the area and creating new sidewalks or other pedestrian links where they do not exist.	Ongoing, Contingent On Funding	Public Works Department, Engineering Department, City Council (budget), Pedestrian Task Force

IMPLEMENTATION TABLE

GOALS AND RECOMMENDATIONS	*TIME FRAME*	*PRIMARY RESPONSIBILITY*
VEHICULAR AND PEDESTRIAN CIRCULATION		
GOAL #2-PROMOTE INCREASED PEDESTRIAN ACTIVITY AS WELL AS ALTERNATE MEANS OF TRANSPORTATION WITHIN THE CHARLOTTE STREET CORRIDOR		
(con't)	1st Year, Ongoing, Contingent On Funding	Public Works Department, Engineering Department, City Council, Police Department, North Carolina Department of Transportation, Bikeways Task Force
7. Promote East Chestnut Street and Central Avenue as a safer connection between Charlotte Street and downtown for pedestrians and bicycles. Improve the condition of the pedestrian environment including sidewalks and street lighting. Explore the possibility of creating bicycle lanes on these streets.		
8. Provide ADA accessibility at all intersections along the street.	Ongoing, Contingent On Funding	Public Works Department, Engineering Department, City Council
9. Continue to explore additional methods to improve the safety and efficiency of all modes of transportation within the Charlotte Street corridor and to encourage pedestrian activity. Within a year from the adoption of the plan, a planning workshop is to be held to work with the property owners and neighborhoods along Charlotte Street to look at realistic options for the full range of transportation concerns. This is to be facilitated by a neutral third party with expert professional design background in transportation planning, including traffic calming and pedestrian access.	1st Year, Ongoing	Engineering Department, Public Works Department, City Council

IMPLEMENTATION TABLE

GOALS AND RECOMMENDATIONS	*TIME FRAME*	*PRIMARY RESPONSIBILITY*
VEHICULAR AND PEDESTRIAN CIRCULATION		
GOAL #2-PROMOTE INCREASED PEDESTRIAN ACTIVITY AS WELL AS ALTERNATE MEANS OF TRANSPORTATION WITHIN THE CHARLOTTE STREET CORRIDOR (CON'T)		
10. Create a public/private partnership to explore a transit route connecting the Grove Park Inn with Charlotte Street, downtown and possibly Biltmore Village. Vehicle(s) could be designed as a "rubber wheeled trolley" that could serve a transit function and tie into the historic character of the area.	Ongoing	Planning and Development Department, Engineering Department, City Council, Asheville Transit Authority, Transportation Advisory Committee, Grove Park Inn, Biltmore Village and Downtown Merchants, Biltmore House, Business & Development Commission
11. Make improvements and provide enhancements to transit stop locations along the street to make them more user-friendly. Such improvements may include compatible bus shelters, benches and other street furniture. Transit route schedules should be posted at these locations.	1st Year, Ongoing	Engineering Department, Public Works Department, Planning and Development Department, Asheville Transit Authority, City Council, Property Owners
LAND USE		
GOAL #1-CONTINUE THE EXISTING BALANCED MIX OF USES ON CHARLOTTE STREET BETWEEN COMMERCIAL, RESIDENTIAL, INSTITUTIONAL AND OPEN SPACE		
1. A balanced mixture of land uses (including retail, office, institutional, residential, open space, etc.) should continue and develop on the street from I-240 to the Gatehouse on the east side of the street and to just south of Edwin Street on the west side of the street.	Ongoing	Planning and Development Department, City Council, Planning and Zoning Commission, Technical Review Committee, Property Owners
2. From this point north, residential, the existing institutional uses and open space should continue as future land uses.	Ongoing	Planning and Development Department, City Council, Planning and Zoning Commission, Technical Review Committee, Property Owners

IMPLEMENTATION TABLE

GOALS AND RECOMMENDATIONS	*TIME FRAME*	*PRIMARY RESPONSIBILITY*
LAND USE (con't)		
GOAL #1-CONTINUE THE EXISTING BALANCED MIX OF USES ON CHARLOTTE STREET BETWEEN COMMERCIAL, RESIDENTIAL, INSTITUTIONAL AND OPEN SPACE (con't)		
3. Medium to high density residential development should occur in the Crescent Street area. This can provide a good transition between the mixed use corridor and the lower density neighborhood behind this area and can serve to stabilize the very solid neighborhood on the west side of the street.	Ongoing	Planning and Development Department, City Council, Planning and Zoning Commission, Technical Review Committee, Property Owners
4. Encourage a mixture of land uses to occur within individual new developments in the mixed use district (i.e. retail and/or office on the first floor and office and/or residential on upper floors). Provide incentives for property owners to provide this mix of uses.	Ongoing	Planning and Development Department, City Council, Planning and Zoning Commission, Technical Review Committee, Property Owners
5. Encourage green areas or "pocket parks" to be created in areas with limited development potential.	Ongoing	Planning and Development Department, Property Owners, Quality Forward
6. The Grove Office Building in the park should be restored and used for civic and community purposes.	2nd Year	Historic Resources Commission, City Council, Parks and Recreation Department, Police Department, Neighborhood Residents, Property Owners

IMPLEMENTATION TABLE

GOALS AND RECOMMENDATIONS	*TIME FRAME*	*PRIMARY RESPONSIBILITY*
LAND USE (con't)		
GOAL #2-ENCOURAGE COMPATIBLE NEW DEVELOPMENT THAT SERVES ADJACENT NEIGHBORHOODS AND HELPS TO CREATE AN ECONOMICALLY VIBRANT PEDESTRIAN ENVIRONMENT		
1. Identify those businesses and other uses which serve the needs of adjacent neighborhoods and provide incentives for property owners and developers to provide these uses.	1st year, ongoing	Planning and Development Department, City Council, Planning and Zoning Commission, Property Owners
2. It is encouraged that new buildings be designed to be compatible with the historic character of the street. Encourage the use of traditional building materials, scale, massing, compatibility of facades, etc. Look for opportunities to provide incentives for property owners to develop their property in a manner which is consistent with this recommendation.	Ongoing	Planning and Development Department, City Council, Planning and Zoning Commission, Property Owners
3. New buildings should have two stories (a third story is appropriate if the lower level is below grade on the Charlotte Street side of the property) and should be located toward the front of properties with parking located at the side or rear of buildings. The building line should be as close to the street as possible (behind the planting strip) but should be compatible with adjacent buildings. Parking should be lighted and designed with safety in mind. Lighting should be directed away from adjacent neighborhoods.	Ongoing	Planning and Development Department, City Council, Planning and Zoning Commission, Property Owners
4. A storefront entrance to buildings should be provided at the front of the property next to the street. This will encourage pedestrian activity to take place.	Ongoing	Planning and Development Department, City Council, Planning and Zoning Commission, Property Owners
5. Promote the development of pedestrian generating uses, such as retail, restaurant etc. on the street side of new buildings.	Ongoing	Planning and Development Department, City Council, Planning and Zoning Commission, Property Owners

IMPLEMENTATION TABLE

GOALS AND RECOMMENDATIONS	*TIME FRAME*	*PRIMARY RESPONSIBILITY*
LAND USE		
GOAL #2- ENCOURAGE COMPATIBLE NEW DEVELOPMENT THAT SERVES ADJACENT NEIGHBORHOODS AND HELPS TO CREATE AN ECONOMICALLY VIBRANT PEDESTRIAN ENVIRONMENT (con't)		
6. Historic structures are a vital asset to Charlotte Street and should be preserved. Educate property owners and developers with regard to existing tax incentives and other benefits associated with the restoration of historic properties and/or the establishment of local historic landmark designation. Provide new incentives for property owners to adaptively reuse historic building.	Ongoing	Planning and Development Department, Historic Resources Commission, NC Division of Archives and History, City Council, Planning and Zoning Commission, Property Owners
7. As Charlotte Street becomes more of a destination and pedestrian activity increases, develop a public/private partnership to develop additional parking along the corridor. This additional parking would serve to supplement existing on site parking on individual properties.	Ongoing	Engineering Department, Public Works Department, City Council, Property Owners
8. Explore application of an overlay zoning district, or other planning strategy or tool which is developed to the commercial/mixed use portion of Charlotte Street. This overlay district or other planning strategy or tool may better allow and encourage quality development which meets the land use goals of the community. Incentives should be provided to property owners to help achieve the goals of the plan. The overlay distriact or other planning strategy or tool should provide property owners who wish to take advantage of these incentives with "bonuses" (such as increased allowable building area) for developing property in a manner which is consistent with the plan. A transition overlay district was requested by City Council when the propertywas zoned CBI with the adoption of the UDO.	1st year	Planning and Development Department, Planning and Zoning Commission, City Council, Property Owners, Neighborhood Residents
STREETSCAPE AND APPEARANCE		
GOAL #1-IMPROVE THE APPEARANCE OF CHARLOTTE STREET AND CREATE A UNIQUE AND UNIFYING IMAGE FOR THE CORRIDOR		
1. New planting strips should be created along the fronts of properties, using a consistent selection of trees and other landscape materials.	Ongoing	Planning & Development Dept., Parks and Recreation Dept., Property Owners, Quality Forward, Neighborhood Residents

IMPLEMENTATION TABLE

GOALS AND RECOMMENDATIONS	*TIME FRAME*	*PRIMARY RESPONSIBILITY*
STREETSCAPE AND APPEARANCE		
GOAL #1-IMPROVE THE APPEARANCE OF CHARLOTTE STREET AND CREATE A UNIQUE AND UNIFYING IMAGE FOR THE CORRIDOR (con't)		
2. It is encouraged that new buildings be designed to be compatible with the historic character of the street. Encouage the use of traditional building materials, scale, massing, compatibility of facades, etc... Look for opportunities to provide incentives for property owners to develop their property in a manner which is consistent with this recommendation.	Ongoing	Planning and Development Department, City Council, Planning and Zoning Commission, Property Owners
3. Historic structures are a vital asset to Charlotte Street and should be preserved. Educate property owners and developers with regard to existing tax incentives and other benefits associated with the restoration of historic properties and/or the establishment of local historic landmark designation. Provide new incentives for property owners to adaptively reuse historic buildings.	Ongoing	Planning and Development Department, Historic Resources Commission, NC Division of Archives and History, City Council, Planning and Zoning Commission, Property Owners
4. Parking areas close to the street should be buffered through the use of vegetation, masonry or stone walls and/or earth berms.	Ongoing	Planning and Development Department, Property Owners, Quality Forward, Neighborhood Residents
5. Work towards moving overhead utilities underground.	1st Year Engineering & Design, 4th Year Implementation Contingent On Funding	Engineering Department, City Council, Utilities, Property Owners, Neighborhood Residents
6. Encourage coordinated signage as well as a consistent design for street furniture and other pedestrian amenities. Develop streetscape plan for corridor. This plan should be developed by the property owners with guidance from the city and participation by residents of surrounding neighborhoods.	Ongoing	Property Owners, Tenants, Public Works Department, Engineering Department, Parks and Recreation Department, Planning and Development Department, City Council

IMPLEMENTATION TABLE

GOALS AND RECOMMENDATIONS	*TIME FRAME*	*PRIMARY RESPONSIBILITY*
STREETSCAPE AND APPEARANCE		
GOAL #1-IMPROVE THE APPEARANCE OF CHARLOTTE STREET AND CREATE A UNIQUE AND UNIFYING IMAGE FOR THE CORRIDOR (con't)		
7. The entrance into the commercial (mixed use) section of the street should be emphasized by a defining gateway or monument to alert people to the fact that they are arriving at a special place. These "gateways" should be created at both the southern and northern entrances to the mixed use district.	Ongoing	Property Owners, Quality Forward, Parks and Recreation Department, City Council, Neighborhood Residents
8. Preserve aesthetic amenities along the streetscape such as mature vegetation, rock walls, etc...	Ongoing	Property Owners, Planning and Development Department

APPENDIX A
LIST OF ISSUES FROM FIRST COMMUNITY MEETING AND THE ADVISORY COMMITTEE

VEHICULAR AND PEDESTRIAN CIRCULATION

Issues Generated at the First Community Meeting

What Is Good About Charlotte Street?

- Direct approach to and from the rest of the city
- Good paved street now, poor drainage of water
- Sidewalks

What Is Not Good About Charlotte Street?

- Too much traffic - speed limit not enforced
- Some intersections are dangerous (Baird) to drive out to Charlotte Street
- Need more parking by churches, etc...
- Blind approaches from side streets (Hillside, Baird, Hillside Walk)
- In Winter, cars spray ice / snow onto pedestrians
- Gridlock between Chestnut St. and the freeway
- Not safe for bikers and walkers
- No turning lane
- Narrow sidewalks - East side between Sunset and Baird
- Bike lane
- Unfriendly to pedestrians and bicyclists (close one lane and use for bike paths and have a turning lane)
- Sidewalks not wide enough to walk safely
- Pavement - too copious in places
- Unsafe curbing levels
- No planting strip between street and sidewalk - feels unsafe

APPENDIX A (con 't)
LIST OF ISSUES FROM FIRST COMMUNITY MEETING AND THE ADVISORY COMMITTEE

VEHICULAR AND PEDESTRIAN CIRCULATION

What Does Charlotte Street Need More Of?

- Enforce speed limits
- Wider sidewalks
- More walkers, less cars
- Tree lawn between street and sidewalk protecting pedestrians
- Pedestrian crosswalk
- Bike lane
- Center lane for turning
- Traffic breakers
- Make Charlotte St. 3 lanes
- Traffic calming
- Not so many drives for businesses, share entrance (consolidate entrance, exit)
- Some of older streets need paving
- Traffic light at Hillside and Charlotte
- Bus shelters
- Convert streets joining Merrimon and Charlotte to one way

What Does Charlotte Street Need Less Of?

- Traffic & speeders
- Kimberly - Edwin drivers that don't stop at stop sign across from the Gatehouse
- Make it two lanes with turning lane
- Greenery obstructing sidewalks
- Curb cuts

APPENDIX A (con 't)
LIST OF ISSUES FROM FIRST COMMUNITY MEETING AND THE ADVISORY COMMITTEE

ISSUES IDENTIFIED BY ADVISORY COMMITTEE

Areas Of Concern

- Volume of traffic (may become worse)
- Inconsistency of sidewalks makes it difficult for pedestrians
- Traffic congestion, lack of enforcement of speed limit
- Lack of traffic enforcement
- Speed of traffic
- Traffic passes through Charlotte Street to other areas adding to the traffic problem
- Area not safe or pleasurable for pedestrians, bikers, joggers
- Need adequate and safe parking for businesses and pedestrians
- Concern regarding the possible widening of Murdock Avenue
- Charlotte Street is not a destination for traffic, rather a cut-through
- Existing bus stops are not useful or attractive
- The large areas of asphalt (contributes to the drainage problems and the lack of greenery)
- Lack of designated pedestrian crossings (particularly) from east/west

Positive Attributes

- Existing significant pedestrian and biking use can be enhanced and made more user-friendly
- The resurfacing of the street

APPENDIX A (con 't)
LIST OF ISSUES FROM FIRST COMMUNITY MEETING AND THE ADVISORY COMMITTEE

LAND USE

Issues Generated At The First Community Meeting

What Is Good About Charlotte Street?

— Grove Park

— Attractive private homes

— Still a "neighborhood" street

— Currently - no malls or large stores

— Neighborhood feel

What Is Not Good About Charlotte Street?

— Need for eclectic mix of businesses

— No small grocery store

— Not enough park space/ parks

— Need more neighborhood oriented businesses, destination points

What Does Charlotte Street Need More Of?

— Place to buy groceries

— Attractive small businesses

— A park (south end)

— A neighborhood size grocery, not a mega store

— Any new development in scale, keeping with historic street

— Design and buffer zoning for new businesses

— Small cafe

— Window shopping

APPENDIX A (con 't)
LIST OF ISSUES FROM FIRST COMMUNITY MEETING AND THE ADVISORY COMMITTEE

What Does Charlotte Street Need Less Of?

— No more businesses

— Strip center construction

— Empty lots

— Don't convert houses to commercial use

— Eliminate Fuddruckers and the like

ISSUES IDENTIFIED BY ADVISORY COMMITTEE

Areas Of Concern

— Need for more neighborhood oriented businesses (i.e. grocery store, drug store,community center)

— Concern that the balance of land uses and the scale and appearance of buildings may be lost

— Concern over the amount of land not being used. When it is developed, there is a potential of losing the balance of uses

— Concern over the loss of historic buildings

— Concern over what will happen to the "Grove office building" in the park

— Concern with the spread of inappropriate development

— The transition between the street and adjacent neighborhoods

— Loss of housing stock and an erosion of the neighborhood on the west side of street

— Charlotte Street is not a destination for traffic, rather a cut-through

— Street is not yet an appropriate gateway to the historic districts in area

APPENDIX A (con 't)
LIST OF ISSUES FROM FIRST COMMUNITY MEETING AND THE ADVISORY COMMITTEE

Positive Attributes

- Much of what exists is neighborhood friendly in terms of structures, greenery and architecture and sets a positive example for future growth
- Existing open spaces, parks and green spaces are positive
- Vacant areas create potential for developing balanced commercial activities which serve neighborhoods
- The preservation of existing structures
- The area has a good mix of institutions, residential, offices and commercial uses
- There are still locations for a possible grocery store in keeping with the scale of the surrounding community
- The residential quality and scale of existing nonresidential buildings
- The residential uses, character behind Charlotte Street

STREETSCAPE/APPEARANCE

Issues Generated at the First Community Meeting

What Is Good About Charlotte Street?

- It is still fairly bucolic
- Attractive private homes
- Still a "neighborhood" street
- Those places which have been preserved
- Entrance to beautiful neighborhoods and Grove Park Inn - possibly to improve image
- Unique historic buildings
- Neighborhood feel
- Abundance of stone walls
- Trees
- Historic neighborhood ambiance

APPENDIX A (con 't)
LIST OF ISSUES FROM FIRST COMMUNITY MEETING AND THE ADVISORY COMMITTEE

What Is Not Good About Charlotte Street?

— Litter

— Not enough street trees

— Trees (existing) are severely pruned - ugly

— Need for median (greenery)

— Large trees are being eliminated - if replaced, the new ones are small types

— Ugly business facades

— Ugly signage

— Pavement - too copious in places

— Ugly light standards

— No place to sit

— Not enough park space / parks

— Newer buildings that are out of context with historic architecture

— No planting strip between street and sidewalk - feels unsafe

What Does Charlotte Street Need More Of?

— Wider sidewalks

— Trees

— Attractive small businesses

— Greenery

— Tree-lawn between street and sidewalk protecting pedestrians

— Ambiance and charm

— Attractive - uniform light standards

— Preservation of architecture (early) and less alteration

— Stone walls (not concrete)

APPENDIX A (con 't)
LIST OF ISSUES FROM FIRST COMMUNITY MEETING AND THE ADVISORY COMMITTEE

What Does Charlotte Street Need More Of? (con't)

- Any new development in scale , keeping with historic street
- Sign control
- Design and buffer zoning for new businesses
- Buffer zones
- Nicer landscape
- Underground utilities
- Not so many drives for businesses, share entrance (consolidate entrance, exit)
- Benches
- Bus shelters

What Does Charlotte Street Need Less Of?

- Ugly businesses
- Businesses / parking lots without landscaping / buffering
- Junked cars at businesses
- Parking lots fronting the street
- Absence of landscaping, etc...
- Altered facades
- Ugly - large singe
- Eliminate utility poles
- Trees being badly trimmed because of above
- Don't convert houses to commercial use
- Curb cuts

APPENDIX A (con 't)
LIST OF ISSUES FROM FIRST COMMUNITY MEETING AND THE ADVISORY COMMITTEE

ISSUES IDENTIFIED BY ADVISORY COMMITTEE

Areas Of Concern

- Existing utility poles are at poor locations, present safety concerns, are not attractive and do not differentiate Charlotte Street from other areas
- Need for more uniformity in the design of facades and more buffering (landscaping)
- Concern that the balance of land uses and the scale and appearance of buildings may be lost
- Lack of landscaping, trees, etc...
- Lack of uniformity of streetscape
- Concern over the loss of historic buildings
- Existing bus stops are not useful or attractive
- Businesses should be recognized for doing a good job, presenting an attractive appearance
- Bus stops, streetlights etc. could set tone for area and help to achieve visual continuity
- Lack of uniformity of facades, streetlights and singe
- The large areas of asphalt contribute to the drainage problems and the lack of greenery
- The street is not yet an appropriate gateway to the historic districts in the area
- Loss of housing stock and an erosion of the neighborhood on the west side of street

Positive Attributes

- Much of what exists is neighborhood friendly in terms of structures, greenery and architecture and sets a positive example for future growth
- Existing open spaces, parks and green spaces are positive
- Adjacent historic districts, good blend of architecture on the street
- Uniqueness, integrity of existing structures
- The residential quality and scale of existing nonresidential buildings
- The size, scale and amount of vegetation on a large portion of the street

APPENDIX A (con 't)
LIST OF ISSUES FROM FIRST COMMUNITY MEETING AND THE ADVISORY COMMITTEE

SAFETY ISSUES GENERATED AT THE FIRST COMMUNITY MEETING

What Is Not Good About Charlotte Street?

- Some intersections are dangerous (Baird) to drive out to Charlotte Street
- Blind approaches from side streets (Hillside, Baird, Hillside Walk)
- Need more visual police support - "cruising"
- Not safe for bikers and walkers
- Sidewalks not wide enough to walk safely
- Unsafe curbing levels
- No planting strip between street and sidewalk - feels unsafe

What Does Charlotte Street Need More Of?

- Tree-lawn between street and sidewalk protecting pedestrians
- Pedestrian cross walk

<u>Issues Identified by Advisory Committee</u>

Areas Of Concern

- Concern about security (vagrants, litter)
- Volume of traffic (may become worse)
- Inconsistency of sidewalks makes it difficult for pedestrians
- Traffic congestion, lack of enforcement of speed limit
- Speed of traffic
- Existing utility poles are at poor locations, present safety concern, are not attractive and do not differentiate Charlotte Street from other areas
- Safety
- Should have emergency call boxes
- Existing utility poles are safety problem

APPENDIX A (con 't)
LIST OF ISSUES FROM FIRST COMMUNITY MEETING AND THE ADVISORY COMMITTEE

ISSUES IDENTIFIED BY ADVISORY COMMITTEE

Areas Of Concern (con't)

- Adequate and safe parking for businesses and pedestrians
- Area not safe or pleasurable for pedestrians, bikers, joggers
- Running traffic light at Charlotte and Chestnut Streets
- Lack of designated pedestrian crossings from east/west

Positive Attributes

- The north end of the street is very safe

UTILITIES AND INFRASTRUCTURE

Issues Generated at the First Community Meeting

What Is Good About Charlotte Street?

- Good paved street now, poor drainage of water
- Sidewalks

What Is Not Good About Charlotte Street?

- Narrow sidewalks - East side between Sunset and Baird
- Sidewalks not wide enough to walk safely
- Pavement - too copious in places
- Poor drainage
- Unsafe curbing levels
- Ugly light standards

APPENDIX A (con 't)
LIST OF ISSUES FROM FIRST COMMUNITY MEETING AND THE ADVISORY COMMITTEE

What Does Charlotte Street Need More Of?

— Wider sidewalks

— Attractive - uniform light standards

— Underground Utilities

— Some of older streets need paving

What Does Charlotte Street Need Less Of?

— Eliminate utility poles

— Trees badly trimmed because of above

ISSUES IDENTIFIED BY ADVISORY COMMITTEE

Areas Of Concern

— Drainage problems.

— Existing utility poles are at poor locations, present safety concern, are not attractive and do not differentiate Charlotte Street from other areas.

— Problems with stormwater runoff accumulating on street.

— Existing utility poles are safety problem.

— Lack of uniformity of facades, streetlights and singe.

— Utilities should be placed underground.

— The large areas of asphalt contribute to the drainage problems and the lack of greenery.

— Area not safe or pleasurable for pedestrians, bikers, joggers and children.

— Inconsistency of sidewalks makes it difficult for pedestrians.

— Conflict of existing utility poles with existing trees and the potential for new street tree planting, particularly on the west side of street.

APPENDIX A (con 't)
LIST OF ISSUES FROM FIRST COMMUNITY MEETING AND THE ADVISORY COMMITTEE

OTHER

Areas Of Concern

- No consistent idea, philosophy or plan for Charlotte Street
- Street is not yet a "destination" for shoppers

Positive Attributes

- Charlotte Street has a very good, convenient location
- Friendliness of people, family atmosphere
- Proximity to historic districts
- Resurgence of neighborhoods
- Continue the improvements to the area that have occurred over the past 10 to 15 years
- Continue the good communication that exists between various groups
- Neighborhood associations
- Good quality of life. People enjoy being in the area
- Neighborhood energy and involvement

APPENDIX B

The following statements were generated from groups of people who attended the second community meeting:

VEHICULAR AND PEDESTRIAN CIRCULATION

"Slow traffic. Decrease traffic. More pedestrian / bike friendly. Tie intensity of development to character of street and carrying capacity of street. Facilitate traffic flow - congested areas."

"To recognize vehicular and pedestrian circulation as part of cooperative network that impacts the entire north Asheville area. Provide for accessibility and alternative forms of transportation (walking, biking, etc.)."

"Develop and maintain attractive, safe and functional traffic flow for exiting , entering and traveling along Charlotte and how that traffic relates to adjacent streets. Create plan so that vehicular and pedestrian plan work together."

"Use best planning and engineering methods to foster safer coexistence for all users."

"Create an efficient, safe and friendly destination - make it the ideal street - make it a place that is unique and people want to be there."

SAFETY ISSUES

"Limit access on and off street. Limit vehicular and pedestrian conflicts. Increase distance between pedestrians and cars. Pedestrian priority. Light parking areas without loosing neighborhood feel."

"Make Charlotte Street safe for pedestrians, joggers, walkers, parkers, bus patrons, residents at all times...day and night. Improve physical environment. Coordinate traffic flow: volume, speed access, which will enhance and protect beauty and environment."

"Clean up adjoining neighborhoods to Charlotte Street to improve neighborhood community, pride and beautification which improves overall safety. Improve / equalize safety needs of all users (auto, bike, ped.)."

"Better delineation of user zones - bikes, cars, pedestrians, crosswalks - along with more police presence and speed controls."

"Make the street safer for inhabitants, pedestrians and vehicular traffic while maintaining the neighborhood flavor of the street. Neighbors looking out for each other - eyes on the street will help make things safer."

APPENDIX B (con't)

LAND USE

"Encourage business that can be walked or ridden to. Small eclectic neighborhood scale businesses. Discourage high volume / commercial or franchise operations. Community based architectural review. Reduce required off-street parking. Increase landscaping requirement. Shield/ control bright lights. Review zoning regulations for applicability to neighborhood goals. Improve buffer between commercial and residential uses. Develop street specific zoning standards. Preserve historic fabric of the neighborhood. Neighborhood support for right businesses."

"Create edge for street with mixed use of residences and neighborhood businesses which serve adjacent neighborhoods. Consider use of three major vacant unused properties. Promote neighbors support for commercial development. Maintain tasteful and historic architecture (integrity) and green spaces throughout including in street."

"Establish guidelines (enforceable) to ensure new construction and renovations that keep the historic feel. Work to incorporate a balance of use between businesses in scale which encourage a safe and beautiful neighborhood."

"Community involvement in all development of appropriate small businesses in character with the neighborhood. Encourage better balance through mixed use development (i.e. residential, commercial, green space and institutional)."

"Land use that incorporates green space, business space and residential space in a neighborhood scale."

UTILITIES AND INFRASTRUCTURE

"Bury all utilities. Consistent and cohesive pedestrian friendly walking route. Need bus shelters - covered and enclosed. Any above ground utilities must conform to historic aspects of neighborhood including bus stops. Improve drainage."

"Improve aesthetics, coordination, efficiency (energy) and thoughtful cooperation while maintaining and enhancing safety and encouraging alternate construction materials and technologies in keeping with neighborhood character."

"Improve pedestrian safety and accessibility by improving sidewalks, drainage, improve aesthetics by disguising utilities and creating landscape standards."

"Best use of right-of-way for the benefit of all users - bikes, pedestrians, bus riders and vehicles."

"Coordinate utilities and infrastructure to compliment the neighborhood character of the street. And be mindful of safety considerations."

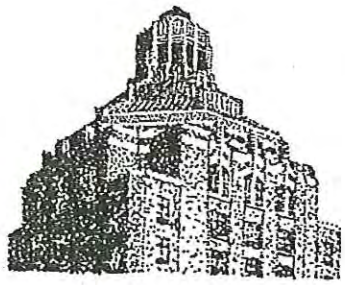
APPENDIX B (con't)

STREETSCAPE AND APPEARANCE

"Develop streetscape plan. Develop urban bike trail - coordinate with bike task force. Coordinate /communicate between neighborhood, commercial organizations. Education / Awareness. Rehabilitate Grove Park (Arts Journal) building. Cohesive signage. Retain and develop historical aspects of street. More kids space - near Chestnut end of street. More green space - care for trees, replace lost canopy - organized concentration of floral."

"Promote streetscape and appearance in keeping with unique character; appropriate scale, identifying Charlotte Street as a safe community street. Use landscaping and street furniture for safety as well as aesthetics."

"To preserve and encourage neighborhood and historic feeling by establishing guidelines applicable to commercial and residential owners."

"Make the street more beautiful keeping historic character and neighborhood friendly."

"Retain a traditional neighborhood street utilizing its assets of historic buildings and maintain a human scale - mixing businesses and residences. Charlotte Street is a beautiful street that should be improved."