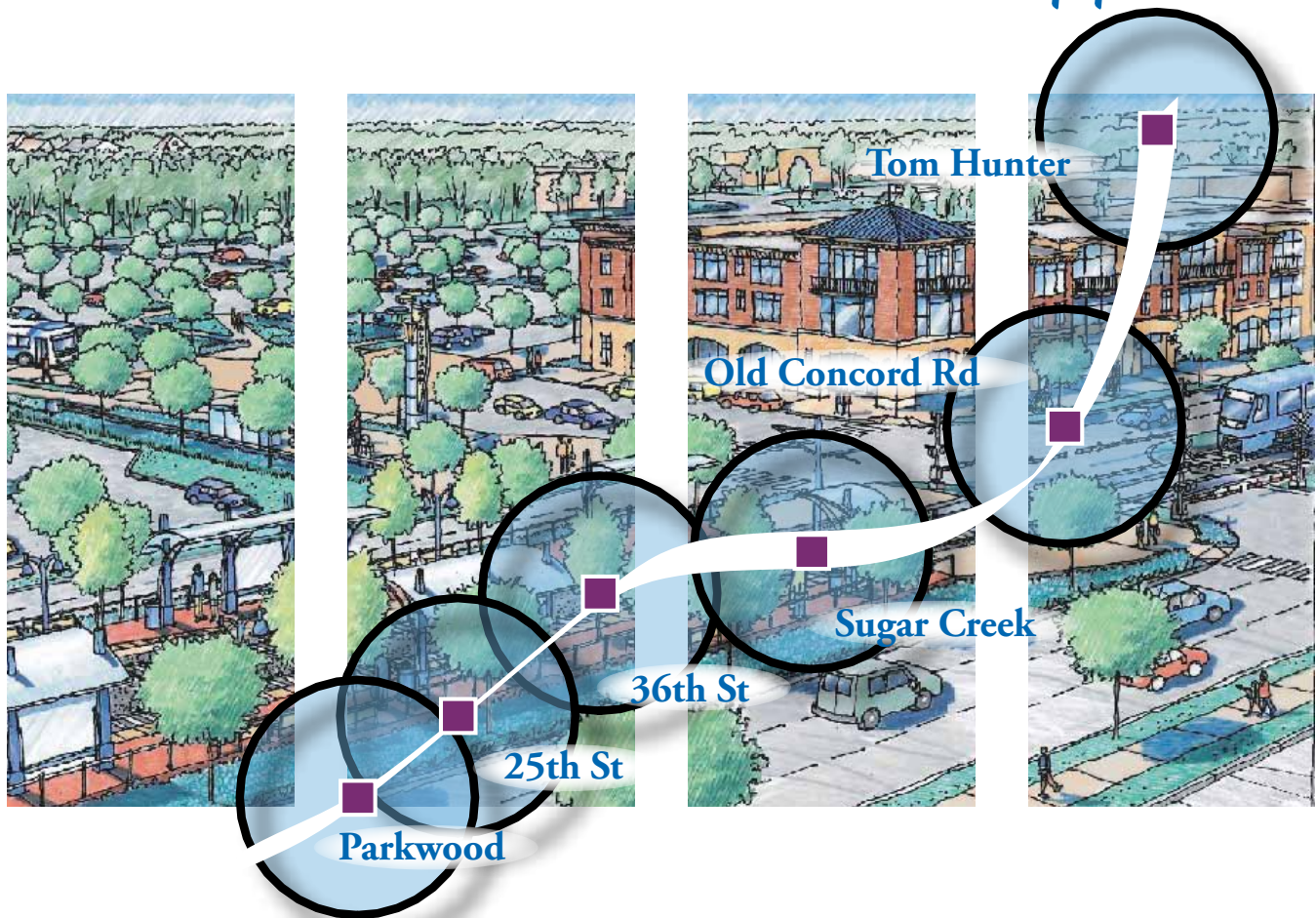


## Volume 3: Appendix



### *Introduction:*

*This chapter examines existing demographic, environmental, land use and design, transportation, and infrastructure/public facilities conditions in the Blue Line Extension transit station areas. It provides a framework for understanding the opportunities and constraints identified in the Concept Plan.*

*Maps begin on page 126 following Appendix text*

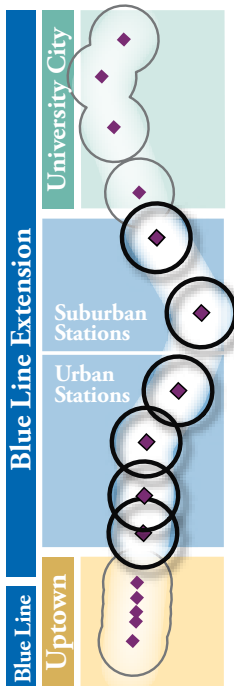


**BLE  
Transit Station  
Area Plan**



*The LYNX Blue Line Extension will link the Northeast Corridor to the EPICentre (shown above), as well as to other entertainment, restaurant, and employment opportunities.*

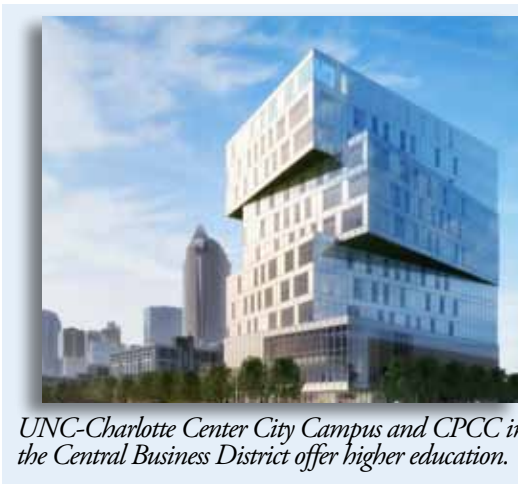
# Demographics



## Total Population and Employment

In 2010, the total population within the six-county Metropolitan Statistical Area (MSA) transportation model, which includes some areas outside the county, was 2,174,353 persons in 4,294 square miles. The population of the Northeast Corridor (excluding the CBD) is 87,286 in 40.4 square miles. The corridor represents 7.4% of the county land area, but 9.5% of the population. At 2,161 persons per square mile, the corridor is denser than the county-wide figure of 1,685 persons per square mile.

| Population and Employment Comparison for the Corridor and Metropolitan Area  |                |                    |          |
|--|----------------|--------------------|----------|
|  | Base Year 2010 | Forecast Year 2035 | Growth % |
| <b>Metropolitan Area</b>   |                |                    |          |
| Total Population   | 2,174,353      | 3,424,496          | 57%      |
| Total Employment   | 1,054,740      | 1,883,870          | 79%      |
| <b>Central Business District (CBD)</b>   |                |                    |          |
| Total Population   | 11,184         | 33,360             | 198%     |
| Total Employment   | 65,670         | 118,289            | 80%      |
| Employment % of Metro Area   | 6%             | 6%                 |          |
| CBD Land Area (Square Miles)   | 2.1            | 2.1                |          |
| Population Density (Per Square Mile)   | 5,326          | 15,886             | 198%     |
| Employment Density (Per Square Mile)   | 31,271         | 56,328             | 80%      |
| <b>Northeast Corridor (excludes Charlotte CBD)</b>   |                |                    |          |
| Total Population   | 87,826         | 128,623            | 47%      |
| Total Employment   | 50,314         | 124,711            | 148%     |
| Population % of Metro Area   | 4%             | 4%                 |          |
| Employment % of Metro Area   | 5%             | 7%                 |          |
| Corridor Land Area (Square Miles)  | 40.4           | 40.4               |          |
| Population Density (Per Square Mile)   | 2,161          | 3,184              | 47%      |
| Employment Density (Per Square Mile)   | 1,245          | 3,087              | 148%     |
| Sources: <i>Housing Units and Population: Census 2010</i><br><i>Employment: InfoGroup (2010)</i><br><i>Metropolitan Area, CBD and Corridor: Metrolina Regional Model</i> |                |                    |          |



UNC-Charlotte Center City Campus and CPCC in the Central Business District offer higher education.

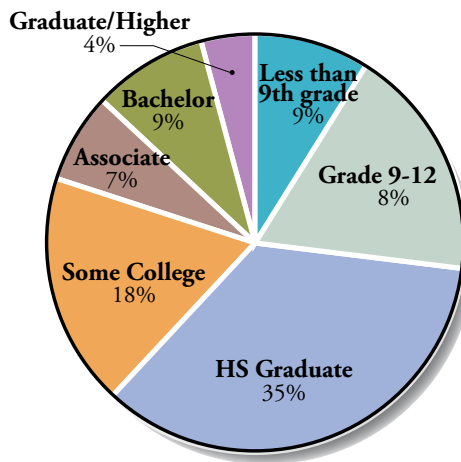


The predominant BLE employment category in the plan area is Industrial.

Existing Demographics continued

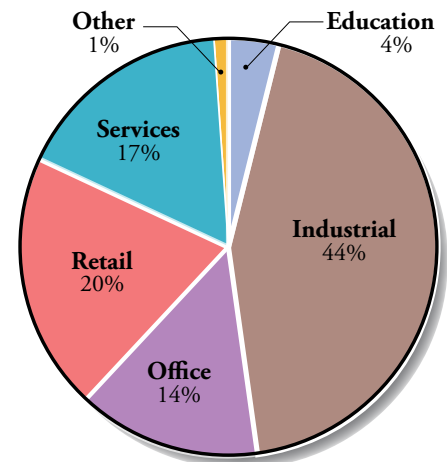


Education Levels for BLE Stations



Source: American Community Survey, 2005-2009

Employment for BLE Stations



Source: Info USA data for 2010  
NOTE: Categories based on the 2010 Metrolina Regional Model NAICS Classifications

Blue Line Extension Population

| Race                          | URBAN STATIONS |      |      |             |                              | SUBURBAN STATIONS |            |                                 | Charlotte % by Race |
|-------------------------------|----------------|------|------|-------------|------------------------------|-------------------|------------|---------------------------------|---------------------|
|                               | Parkwood       | 25th | 36th | Sugar Creek | All Urban Stations % by Race | Old Concord Rd    | Tom Hunter | All Suburban Stations % by Race |                     |
| Caucasian                     | 94             | 49   | 1360 | 152         | 52%                          | 408               | 1277       | 26%                             | 50%                 |
| African American              | 287            | 198  | 200  | 532         | 38%                          | 656               | 1578       | 35%                             | 35%                 |
| American Indian               | 1              | 1    | 5    | 5           | 1%                           | 8                 | 72         | 1%                              | <1%                 |
| Asian / Pacific Islander      | 55             | 4    | 45   | 3           | 3%                           | 37                | 52         | 1%                              | 5%                  |
| Other                         | 2              | 11   | 24   | 73          | 3%                           | 311               | 1880       | 34%                             | 7%                  |
| Two or More                   | 11             | 1    | 35   | 35          | 3%                           | 42                | 147        | 3%                              | 3%                  |
| Hispanic <sup>1</sup>         | 8              | 18   | 82   | 118         | —                            | 487               | 2908       | —                               | —                   |
| Station Total Population      | 450            | 264  | 1669 | 800         |                              | 1462              | 5006       |                                 |                     |
| Station by % of BLE plan area | 5%             | 3%   | 17%  | 8%          |                              | 15%               | 52%        |                                 |                     |

Source: US Census Data, 2010

<sup>1</sup> NOTE: People of Hispanic origin are not included as a separate category, since they may be of any race.



**BLE  
Transit Station  
Area Plan**



*Although Little Sugar Creek does not meet water quality standards, it can become a major asset to the area as the Little Sugar Creek Greenway is extended. Cordelia Park is shown above.*

## Environment



### Natural Environment/Features

**Tree Cover** The land surrounding the LYNX Blue Line Extension stations is both urban and suburban; consequently, the wooded communities in the study area are generally highly disturbed. Generally, tree cover in the study area is fragmented and reflects the highly disturbed nature of the area. The current forest resources are primarily pine, mixed pines or hardwoods. A concentration of natural, relatively undisturbed wooded area is located within a portion of the proposed Old Concord Road Station park-and-ride lot and is classified as a mixed pine/hardwood forest community. Groundcover is sparse or absent. Stunted vegetation and a mixed canopy characterize these areas.

**Topography** The study area is characterized by broad, gently rolling inter-stream areas and by steeper slopes along drainage ways. The highest elevations in the study area are located along North Tryon Street/US-29 east of the proposed Old Concord Road Station. The lowest elevations in the study area are located east of the UNC Charlotte Station at Mallard Creek.

**Water Quality – Environmentally Sensitive Areas** The N.C. Department of Water Quality (NCDWQ) monitors streams for water quality. In the study area, Little Sugar Creek does not meet water quality standards, primarily due to wastewater discharges and urban runoff. Problems include turbidity and fecal coliform bacteria, as well as poor-to-fair presence of biological communities (NCDWQ website, accessed December, 2008). Due to this listing, Little Sugar Creek is subject to State restrictions that prohibit the further deterioration of stream water quality.

**Streams** The project corridor is located in portions of two drainage basins. The southern portion of the study area is located within the Lower Catawba watershed of the Catawba River Basin. The northern portion of the study area is located within the Rocky River watershed of the Yadkin River Basin. Major streams in the southern half of the project region (Upper Little Sugar Creek and Briar Creek in the Catawba River Basin) generally flow in a southerly direction, while streams in the northern half of the project region (Toby Creek in the Rocky River watershed of the Yadkin River Basin) generally flow in a northeasterly direction.



**BLE  
Transit Station  
Area Plan**



*Tree canopy is very fragmented because of the urban character of the area.*



*The 8-county area is classified as an air quality attainment area for most quality standards.*

## Existing Environment

*continued*

**Floodplains** FEMA Floodplains are land areas adjacent to rivers and streams that are subject to recurring flooding. Because of their continually changing nature, floodplain areas and other flood-prone areas need to be examined in light of how they might affect or be affected by development.

Community Floodplains were established by Mecklenburg County in 2000. Unlike FEMA floodplains that are established by FEMA officials and identify current floodway boundaries, Community Floodplains identify what areas will be prone to flooding in the future, once land upstream is developed. As such, they are known as the future floodplains or Community Floodplains. The floodplain regulations restrict development from occurring within these areas.

According to the FIRM maps for Mecklenburg County, the study area falls outside of the FEMA 100-year floodplain, with the exception of proposed crossings of Little Sugar Creek and the encroachment into the floodplain at the proposed 36th Street Station. The Little Sugar Creek Community Floodplain is within the project corridor and extends for approximately 400 feet along the north side of North Brevard Street. The floodplain area along the south side of North Brevard Street extends for approximately 300 feet. An existing bridge on North Brevard Street crosses Little Sugar Creek adjacent to the study area. The Little Sugar Creek floodplain west of 36th Street extends along the project corridor for approximately 500 feet, to the proposed 36th Street Station.

**Wetlands** Jurisdictional wetlands are defined as areas that have three environmental features: hydrophytic vegetation, wetland hydrology and hydric soils. There are nine jurisdictional wetland areas located within the study area.

**Air Quality** The Charlotte-Gastonia-Rock Hill, NC-SC area is the name of the present eight-county area classified by the EPA for NAAQS. This area is currently classified as an attainment area for all National Ambient Air Quality Standards (NAAQS), with the exception of 8-hour ozone. Additionally, Mecklenburg County is also classified by the EPA for NAAQS. Mecklenburg is in attainment for all NAAQS except for 8-hour ozone and is classified as a maintenance area for carbon monoxide.

See **Map 33:** Waters and Wetlands, page 126, **Map 34:** Watersheds, page 127, and **Map 35:** Floodplains and Regulated Floodways, page 128.



**BLE  
Transit Station  
Area Plan**



Many period details, such as the tiled entrance at this NoDa business located on North Davidson Street, still exist and add character and charm to the sidewalk.

**Existing  
Environment**

*continued*



**Historic Areas/Properties**

**Archaeological Resources** No known archaeological sites were found within the study area.

**Historic Resources** The resources determined to be in or eligible for listing (See **Map 36: Historic Areas/Properties**, page 129) in the National Register (NR) include the following:

**Herrin Brothers Coal and Ice Company Complex:**  
315 East 36th Street (**NR-Eligible**)  
a well-preserved complex of functional, frame, brick, metal and concrete buildings historically associated with a small-scale fuel and ice operation.



**Standard Chemical Products Plant:**  
600 East Sugar Creek Road, (**NR-Eligible**)  
a modernist office and laboratory that faces Sugar Creek Road at the former Southern Railway tracks, now the present day NCCR tracks.

**Republic Steel Corporation Plant:**  
601 Sugar Creek Road, (**NR-Eligible**)  
a one-story office at the northwest corner of the property facing Sugar Creek Road and an expansive, brick and corrugated steel warehousing and fabrication units to the rear.



## BLE Transit Station Area Plan



*Original brickwork of refurbished structures are combined with new construction details in these vibrant businesses which contribute to the character of the area.*



### Existing Environment

*continued*



#### **North Charlotte Historic District: (NR-Listed)**

bound by the railroad tracks on the north, just south of Anderson Street on the east, Spencer Street to the southeast, Charles Avenue on the southwest and just north of Matheson on the west. This district was nominated to the National Register in 1990 for its association with industry and architecture. The district encompasses 155 acres and over 400 resources. The majority of buildings date from 1903 and circa 1915. The district is oriented towards the former Southern Railway, now the North Carolina Railroad (NCRR), and North Davidson Street. This area is locally known as "NoDa."

#### **General Motors Corporation Training Center:**

5500 North Tryon Street, **(NR-Eligible)** is a large one-story, masonry facility with a flat roof, front office, adjacent auditorium, and a long classroom wing.



#### **Chadbourn Hosiery Mills:**

451 Jordan Place, **(NR-Eligible)** a large, rectangular, masonry mill constructed in 1947.



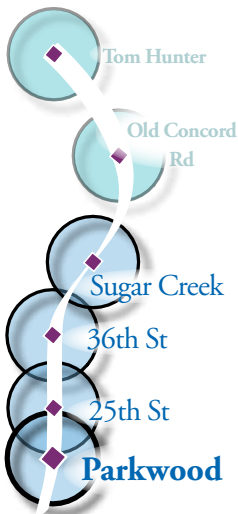
**BLE  
Transit Station  
Area Plan**



*Many of the original mill houses built for former textile company employees still exist in the established neighborhood of Optimist Park.*



## Land Use and Design



### Existing Land Use/Design/Character

The Blue Line Extension (BLE) corridor extends the Blue Line, or South LRT Corridor, from Ninth Street in Center City (Uptown) through the North Davidson (NoDa) and University areas to UNC Charlotte. The BLE has 11 transit stations; six are included in this plan. See **Map 37a:** Existing Land Use, Urban Stations, page 130 and **Map 37b:** Existing Land Use, Suburban Stations, page 131.

#### Parkwood Station Area Existing Land Use ■ Urban Station

The Parkwood Station is the first station outside of the Uptown area. It is located near the intersection of Parkwood and Brevard Street, near the southern end of the Norfolk Southern intermodal yard and adjacent to the intermodal truck yard. The neighborhoods of Optimist Park and Belmont are around the station area's southern and eastern sections.

### Land Use and Community Design

About a quarter of the station area is occupied by existing industrial land uses, some of which are associated with the railroad and intermodal truck yard. As part of a separate project, Norfolk Southern will be relocating the intermodal facility to property near the Charlotte-Douglas International Airport. Conversion of the yard and related industrial land uses around it to more transit-supportive uses offers tremendous development opportunity to the station area.

Another quarter of the area is made up of single-family residential uses in Belmont, Optimist Park, and Lockwood. These residential neighborhoods feature bungalow homes from the 1920s and 1930s. These neighborhoods continue to see development interest, in part because of the area's proximity to Uptown and because the City's policies and plans call for protecting the neighborhoods and encouraging their revitalization.

Some industrial parcels in the southern end of the station area already have started to transition to loft residential uses, including the Opt 12 condominiums.



| Existing Land Use |                                      |
|-------------------|--------------------------------------|
|                   | Urban Station Boundary               |
|                   | Agriculture                          |
|                   | Single Family - Attached             |
|                   | Single Family - Detached             |
|                   | Multi-Family                         |
|                   | Retail                               |
|                   | Office                               |
|                   | Warehouse/Distribution               |
|                   | Industrial                           |
|                   | Civic/Institutional                  |
|                   | Transportation                       |
|                   | Horizontal Mixed Use Non-Residential |
|                   | Open Space/Recreation                |
|                   | Vacant                               |
|                   | Transit Station & Line               |





**BLE  
Transit Station  
Area Plan**



*Opt12 condos have helped pioneer redevelopment in Optimist Park.*



*Duncan Gardens is a new 43-unit development aimed at middle-income buyers.*

**Existing  
Land Use & Design**  
*continued*

**Parkwood Station Area Existing Land Use** ■ Urban Station

**Street Network and Pedestrian Environment**

The streets around the station area form a typical urban grid network, although the Norfolk Southern rail line creates some disconnections, and while the Little Sugar Creek Greenway creates some vehicular interruptions, it does provide pedestrian connectivity. There are opportunities to connect small sections of disconnected roads and pedestrian network and especially to build new network pieces as industrial uses redevelop, and to connect the area's circulation network to Little Sugar Creek Greenway.

The pedestrian environment is currently challenged by the station's proximity to the rail yard, which bisects the station area. The neighborhoods on the southern side of the rail yard do have very good pedestrian connectivity. Parkwood Avenue and Tryon Street are strategic and important pedestrian spines that extend the reach of the station. Belmont Avenue and North Davidson Street are important neighborhood streets that increase walkability throughout the station area.

| Land Use in Parkwood Station Area |     |
|-----------------------------------|-----|
| Single Family                     | 27% |
| Multi-Family                      | 4%  |
| Commercial                        | 1%  |
| Office                            | 1%  |
| Institutional                     | 18% |
| Industrial                        | 3%  |
| Vacant                            | 35% |

| Employees or Residents Within 1/2 Mile Radius of Parkwood Station |       |
|---|-------|
| Single Family   | 1,131 |
| Multi-Family  | 418   |
| Commercial  | 179   |
| Office  | 21    |
| Institutional   | 94    |
| Industrial  | 413   |

*The Norfolk Southern rail yard*





**BLE  
Transit Station  
Area Plan**



*The infill housing in Villa Heights shown above has been constructed with consideration to period details and materials.*



**Existing  
Land Use & Design**

*continued*



**25th Street Station Area Existing Land Use**

■ Urban Station

The 25th Street Station is the third station on the BLE alignment. It is in the heart of the industrial communities along the corridor's southern section. The half-mile station area also include the neighborhoods of Belmont and Villa Heights.

**Land Use and Community Design**

A large portion of the 25th Street station area, like the Parkwood station area, is occupied by industrial land uses associated with the railroad and intermodal truck yard. The station area core is between the Norfolk Southern intermodal yard, vacant industrial, and single family residential land uses. Underutilized and vacant parcels around the core provide redevelopment opportunities for residential-based mixed-use development. If the intermodal truck yard redevelops, light industrial and office-based transit-supportive uses are recommended on the station's north side.

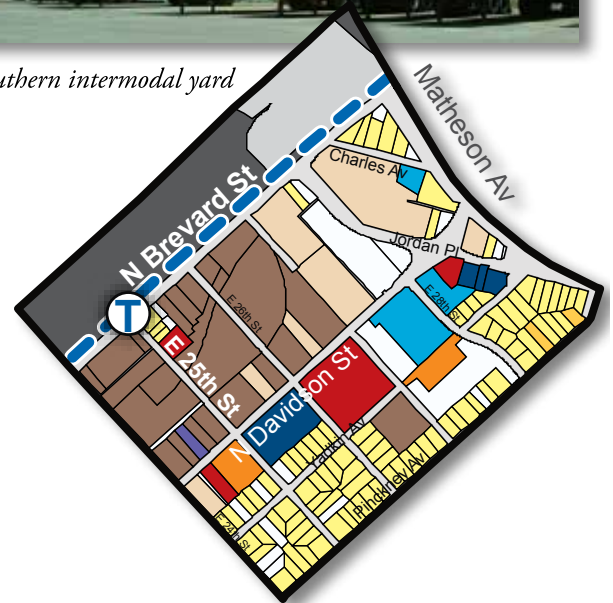


*Norfolk Southern intermodal yard*

**Existing Land Use**

- Urban Station Boundary
- Single Family - Detached
- Multi-Family
- Retail
- Office
- Warehouse/Distribution
- Industrial
- Civic/Institutional
- Utility
- Transportation
- Horizontal Mixed Use Non-Residential
- Vacant
- Transit Station & Line

About 40 percent of the land uses are small lot, single family residential homes in Belmont, Villa Heights, and other surrounding neighborhoods. The multi-family uses include public housing apartments in Tryon Hills and Dillehay Courts. The City's plans and policies encourage and support the rehabilitation of these neighborhoods. New single and multi-family housing is being developed by private sources and nonresidential projects, such as "NoDa at 28th Street," a unique cluster of neighborhood shops and services, have opened near the proposed transit station.





**BLE  
Transit Station  
Area Plan**



*Cordelia Park (left) and Little Sugar Creek Greenway are neighborhood amenities in the 25th Street Station Area.*

**Existing  
Land Use & Design**

*continued*

| Land Use in 25th Street Station Area |     |
|--------------------------------------|-----|
| Single Family                        | 40% |
| Multi-Family                         | 2%  |
| Commercial                           | 2%  |
| Office                               | 0   |
| Institutional                        | 4%  |
| Industrial                           | 30% |
| Vacant                               | 20% |

| Employees or Residents Within 1/2 Mile Radius of 25th Street Station |     |
|--|-----|
| Single Family  | 506 |
| Multi-Family   | 324 |
| Commercial   | 235 |
| Office   | 13  |
| Institutional  | 55  |
| Industrial   | 251 |

**25th Street Station Area Existing Land Use**

■ Urban Station

**Street Network and Pedestrian Environment**

The half-mile station area lacks a street network at its core, due to the physical barrier imposed by the Norfolk Southern rail yard and industrial land uses along each side of the yard. New network pieces will be built as industrial land uses redevelop to more transit-supportive uses. There is an opportunity to connect small pieces of network across Little Sugar Creek with pedestrian or vehicular links.

On the other hand, the residential areas on the southern side have very good pedestrian connectivity, with a traditional grid street pattern that is very pedestrian-oriented.

Matheson Avenue poses a barrier because of its design, vehicle speeds, and volume. However, targeting pedestrian improvements on important neighborhood streets, such as North Brevard, can improve walkability around the station area. Many of these improvements are likely to come about as the area redevelops.



*The new "28th Row" development is near the transit station.*



**BLE  
Transit Station  
Area Plan**



*Art galleries in 1927 storefronts along North Davidson Street.*



*NoDa is a historic mill community with small-lot single family homes.*

**Existing  
Land Use & Design**

*continued*



**36th Street Station Area Existing Land Use**

■ Urban Station

The 36th Street Station is located in the National Register historic mill district of North Davidson (affectionately called NoDa), a flourishing arts district. The proposed transit station is strategically located one block west of North Davidson Street near 36th Street – within easy walking distance of the heart of NoDa. The broader station area encompasses the established historic communities of NoDa – neighborhoods that are transit supportive in use and form and are ideal neighbors to the 36th Street Station.

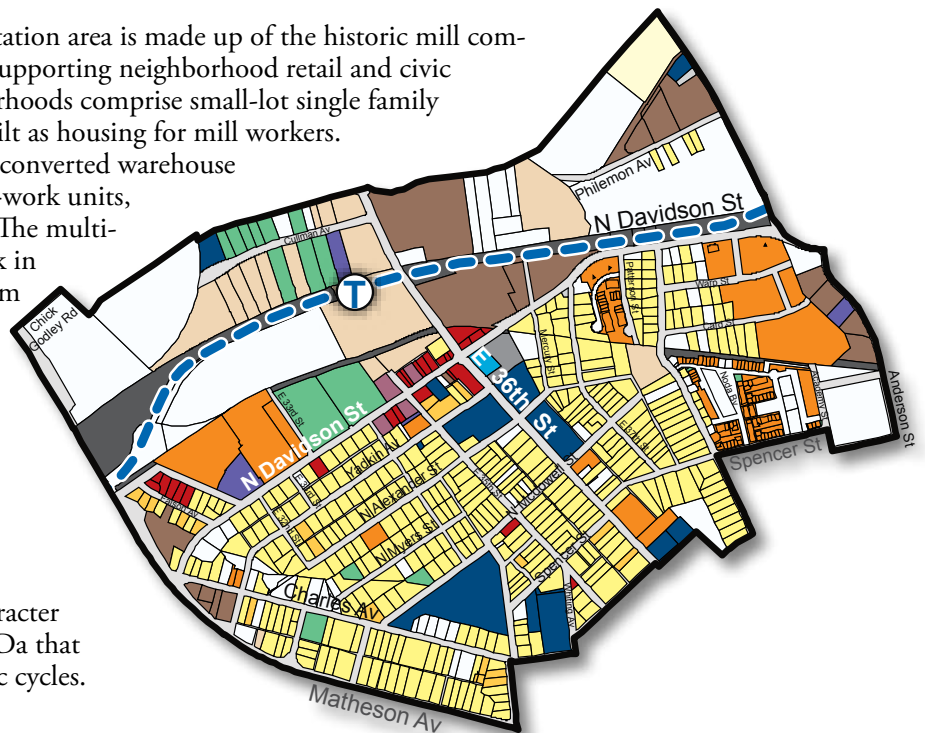
**Land Use and Community Design**

NoDa’s core area is a historic district of art galleries, shops, restaurants, and a music venue. The surrounding half-mile station area includes the neighborhoods of Highland Park Mill Village and Mecklenburg Mill Village, as well as residential and commercial land uses along Tryon Street and industrial land uses along the North Carolina Railroad (NCRR) line.

Almost half of the station area is made up of the historic mill communities and their supporting neighborhood retail and civic uses. These neighborhoods comprise small-lot single family homes originally built as housing for mill workers. Redevelopment has converted warehouse space to offices, live-work units, and artists’ studios. The multi-family housing stock in the area is in the form of old mill buildings converted to loft residential units, as well as new apartment and condominium developments on North Davidson Street. The result is increased urban character and intensity in NoDa that transcends economic cycles.

**Existing Land Use**

- Urban Station Boundary
- Single Family - Attached
- Single Family - Detached
- Multi-Family
- Retail
- Office
- Warehouse/Distribution
- Industrial
- Civic/Institutional
- Utility
- Parking
- Transportation
- Vertical Mixed Use
- Horizontal Mixed Use Non-Residential
- Open Space/Recreation
- Vacant
- Transit Station & Line





**BLE  
Transit Station  
Area Plan**



*Highland Park Mill, one of the region's largest textile mills when built in 1904, has been converted to 150 loft apartments and retail space.*

**Existing  
Land Use & Design**  
*continued*

**36th Street Station Area Existing Land Use**    ■ Urban Station

**Street Network and Pedestrian Environment**

The street network, for the most part, is a typical urban grid pattern. The rail line creates some disruptions. New network pieces can be built as industrial land uses between North Brevard Street and the proposed light rail project redevelop to more transit-supportive uses.

Much of the station area has good pedestrian accessibility. Measures such as improving east-west connections, extending North Brevard Street as part of redevelopment, and targeting pedestrian improvements on important neighborhood streets such as North Davidson, 36th, and North Tryon, will extend the reach of the station and improve walkability.

| Land Use in 36th Street Station Area |     |
|--------------------------------------|-----|
| Single Family                        | 22% |
| Multi-Family                         | 7%  |
| Commercial                           | 5%  |
| Office                               | 2%  |
| Institutional                        | 14% |
| Industrial                           | 26% |
| Vacant                               | 25% |

| Employees or Residents Within 1/2 Mile Radius of 36th Street Station |       |
|--|-------|
| Single Family  | 1,051 |
| Multi-Family   | 1,714 |
| Commercial   | 801   |
| Office   | 142   |
| Institutional  | 292   |
| Industrial   | 357   |



*Renaissance Townhomes (left) and NoDa 34 (right) are part of the intensive redevelopment occurring in NoDa.*



**BLE  
Transit Station  
Area Plan**



*The Asian Corner Mall is an area landmark and a pivotal land use in the station area.*



*Potentially historic warehouse located close to the future LYNX station.*

**Existing  
Land Use & Design**

*continued*



**Sugar Creek Station Area Existing Land Use ■ Urban Station**

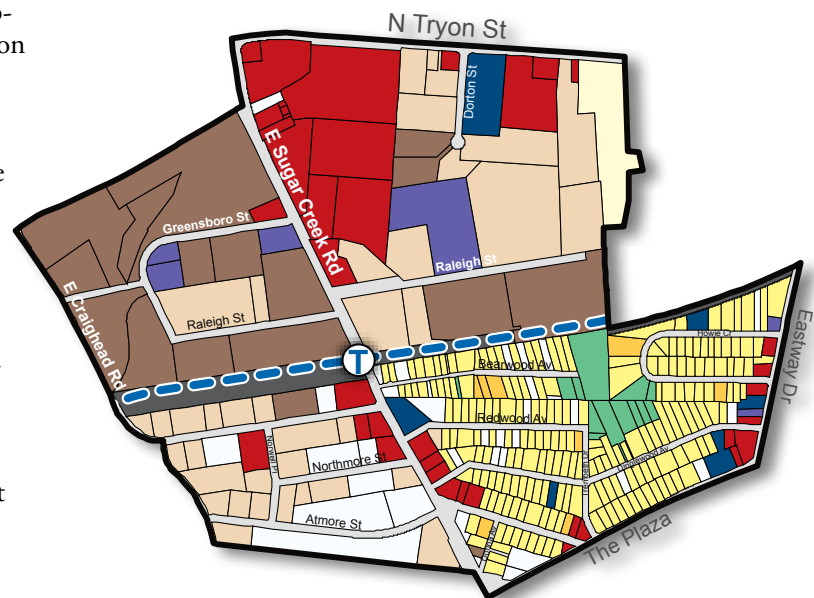
The Sugar Creek transit station is located along the North Carolina Railroad (NCR) west of East Sugar Creek Road. The station area core is made up mostly of industrial and commercial properties along East Sugar Creek and residential uses south of the rail line. The residential areas are part of the North Charlotte and Howie Acres neighborhoods, located on either side of the NCR from the station.

**Land Use and Community Design**

Commercial uses are found on the northern perimeter of the station area along North Tryon Street, including small strip commercial and auto-oriented uses. The station's largest land uses are industrial, especially on the north side of NCR, as well as a potentially historic industrial warehouse district on the southwest quadrant of the NCR/East Sugar Creek Road intersection.

There are a number of large parcels throughout the station area, including the Asian Corner shopping center. Many of these parcels are underutilized. The station location is likely to influence redevelopment in the station area, especially for the Asian Corner mall, which is expected to redevelop into higher density land uses and a more pedestrian-oriented development pattern and spur further redevelopment along the North Tryon and East Sugar Creek corridors.

The western portion of the station area is ideal for higher-density and intensity retail-based transit-supportive development because of the contiguous large properties to the north of the station and the strategic location near two arterial streets (North Tryon Street and Sugar Creek Road).



**Existing Land Use**

|  |                          |
|--|--------------------------|
|  | Urban Station Boundary   |
|  | Large Lot Residential    |
|  | Single Family - Attached |
|  | Single Family - Detached |
|  | Retail                   |
|  | Office                   |
|  | Warehouse/Distribution   |
|  | Industrial               |
|  | Civic/Institutional      |
|  | Transportation           |
|  | Open Space/Recreation    |
|  | Vacant                   |
|  | Transit Station & Line   |



**BLE  
Transit Station  
Area Plan**



*More than a quarter of the station area is made up of the single family neighborhoods of North Charlotte and Howie Acres.*

**Existing  
Land Use & Design**

*continued*

**Sugar Creek Station Area Existing Land Use ■ Urban Station**

**Street Network and Pedestrian Environment**

The station area is well-served by three arterial roads that provide regional connectivity: North Tryon Street, East Sugar Creek Road, and The Plaza. There are local-serving streets in the residential areas south of the NCRR. To the north there is limited connectivity due to the industrial and auto-oriented nature of development. There is an opportunity to increase connectivity with new roads as the station area redevelops.

Pedestrian mobility around the station area is limited by the few pedestrian crossing opportunities along East Sugar Creek Road, North Tryon Street, and the NCRR.

The large block pattern of the Asian Corner shopping center has the potential to become more pedestrian-friendly as it redevelops and is broken down into a more walkable block structure.

| Land Use in Sugar Creek Station Area |     |
|--------------------------------------|-----|
| Single Family                        | 23% |
| Multi-Family                         | 3%  |
| Commercial                           | 14% |
| Office                               | 1%  |
| Institutional                        | 6%  |
| Industrial                           | 40% |
| Vacant                               | 14% |



*The intersection of North Tryon Street (running left to right) and Sugar Creek Road – the Asian Corner Mall is in the upper left quadrant of the photo; the NCRR rail line is out of view, just above the top edge of the photo frame, and the North Charlotte neighborhood lies beyond (south of) the rail line.*

| Employees or Residents Within 1/2 Mile Radius of Sugar Creek Station |       |
|--|-------|
| Single Family  | 996   |
| Multi-Family   | 752   |
| Commercial   | 1,043 |
| Office   | 231   |
| Institutional  | 33    |
| Industrial   | 727   |



**BLE  
Transit Station  
Area Plan**



*Hidden Valley, an extensive single family neighborhood north of North Tryon Street, consists of homes built between the 1960s and the 1980s.*

**Existing  
Land Use & Design**

*continued*



**Old Concord Rd Station Area Existing Land Use ■ Suburban Station**

The Old Concord Road Station is located just south of the intersection of Old Concord Road and North Tryon Street. Land surrounding the station area consists of parks, industrial, commercial, office, and single family residential uses. Approximately 25 percent of the land area is industrial and about 30 percent is institutional.

**Land Use and Community Design**

North Park Mall is located on the eastern side of North Tryon Street together with a few commercial outparcels and is a significant redevelopment opportunity. Additionally, there is a storage facility and smaller retail stores that are also likely to redevelop. Single family residential land uses account for about 13 percent of the station area.

**Existing Land Use**

- Suburban Station Boundary
- Large Lot Residential
- Single Family - Attached
- Single Family - Detached
- Retail
- Office
- Warehouse/Distribution
- Civic/Institutional
- Utility
- Transportation
- Open Space/Recreation
- Vacant
- Transit Station & Line



*North Park Mall*







**BLE  
Transit Station  
Area Plan**



*Aerial shows North Park Mall and its relationship to the intersection of North Tryon Street and Old Concord Road. The LYNX station will be located just south of this intersection.*

**Existing  
Land Use & Design**

*continued*

| Land Use in Old Concord Road Station Area |     |
|---|-----|
| Single Family                             | 13% |
| Multi-Family                              | 6%  |
| Commercial                                | 11% |
| Office                                    | 3%  |
| Institutional                             | 30% |
| Industrial                                | 24% |
| Vacant                                    | 13% |

| Employees or Residents Within 1/2 Mile Radius of Old Concord Road Station |     |
|---|-----|
| Single Family   | 778 |
| Multi-Family  | 637 |
| Commercial  | 716 |
| Office  | 58  |
| Institutional   | 289 |
| Industrial  | 241 |

**Old Concord Rd Station Area Existing Land Use ■ Suburban Station**

The largest single family neighborhood is Hidden Valley with homes generally built between the 1960s and 1980s.

A major land feature of the station area is Eastway Park, a 126-acre district-sized public park with active recreation areas adjacent to the rail line. There is a planned pedestrian connection from the station to the park.

**Street Network and Pedestrian Environment**

Old Concord Road, North Tryon Street, and Eastway Drive provide the primary connections within the station area. Pedestrian facilities are minimal on these major streets today, but there is the potential to formalize the pedestrian network as new streets and pedestrian pathways are created as part of the construction of transit-related parking facilities, and as redevelopment occurs.

The street network within the proposed station area is adequate, but improvements can be made. Primary access is from Old Concord Road, North Tryon Street, and Eastway Drive. In some areas, the topography presents a challenge, but new connections are expected as part of station area development and the station park and ride lot. Sidewalks exist on Old Concord Road, North Tryon Street and Eastway Drive, and will be constructed as part of all new street connections.



*A mall and auto-oriented commercial uses line North Tryon Street.*



**BLE  
Transit Station  
Area Plan**



*Multi-block Maple Run Apartments complex lies within the Tom Hunter Station Area.*



*New construction on Neal Drive near the Tom Hunter station site.*

**Existing  
Land Use & Design**

*continued*



**Tom Hunter Station Area Existing Land Use ■ Suburban Station**

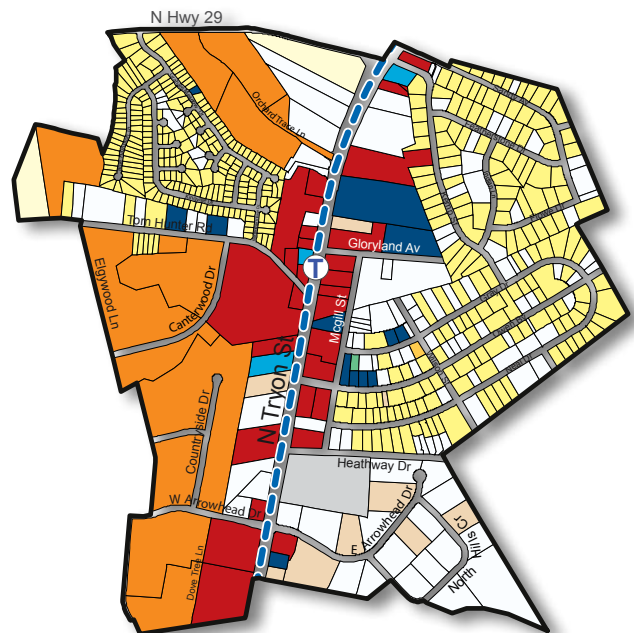
Approaching from Uptown the Tom Hunter Station is located just north of Tom Hunter Road within the median of North Tryon Street.

**Land Use and Community Design**

This station area has the greatest residential land use acreage within a half mile of the station out of all station areas along the BLE. Nearly 60 percent of the station area is residential, primarily in single-family neighborhoods like North Ridge Village and Hidden Valley. There are also significant multi-family developments, including Maple Run Apartments, North Pointe Apartments, and Orchard Trace Apartments.

Strong neighborhoods are found on either side of North Tryon Street around the Tom Hunter station, although they are bordered by various auto-oriented commercial uses and vacant or underutilized properties. Many of these parcels are appropriate for transit-oriented redevelopment. There are a number of retail parcels that, while not transit supportive today, will likely redevelop when light rail transit is introduced.

On the west side of North Tryon Street is North Ridge Village, a new single family neighborhood, and a portion of the established Hidden Valley area, along with several large apartment clusters with nearly 4,000 residents. On the east side, behind a row of highway commercial properties, are more suburban density single family residential uses.



**Existing Land Use**

- Suburban Station Boundary
- Large Lot Residential
- Single Family - Attached
- Single Family - Detached
- Multi-Family
- Retail
- Warehouse/Distribution
- Civic/Institutional
- Utility
- Horizontal Mixed Use Non-Residential
- Open Space/Recreation
- Vacant
- Transit Station & Line



**BLE  
Transit Station  
Area Plan**



*Ranch-style homes on Owen Boulevard on the east side of North Tryon Street, behind a row of highway commercial properties, are more suburban density single family residential uses.*

**Existing  
Land Use & Design**  
*continued*

**Tom Hunter Station Area Existing Land Use ■ Suburban Station**

**Street Network and Pedestrian Environment**

North Tryon Street serves as the main artery and Tom Hunter Road is a collector street that serves a large residential population. Tom Hunter Road is a direct east-west connection between the neighborhoods and the proposed station.

North Tryon and Tom Hunter are important as pedestrian spines, too. Many of the businesses along North Tryon Street are within walking distance of the proposed BLE station and an improved streetscape with enhanced pedestrian facilities can connect a large portion of the residential community to the proposed station.

| Land Use in Tom Hunter Station Area |     |
|-------------------------------------|-----|
| Single Family                       | 28% |
| Multi-Family                        | 30% |
| Commercial                          | 6%  |
| Office                              | 1%  |
| Institutional                       | 6%  |
| Industrial                          | 5%  |
| Vacant                              | 25% |



*North Tryon Street has strong neighborhoods surrounding the various auto-oriented commercial uses that currently exist along this major thoroughfare.*

*See page 117 for a sketch depicting a future view of North Tryon Street.*

| Employees or Residents Within 1/2 Mile Radius of Tom Hunter Station |       |
|---|-------|
| Single Family   | 1,522 |
| Multi-Family  | 3,913 |
| Commercial  | 555   |
| Office  | 153   |
| Institutional   | 30    |
| Industrial  | 27    |



**BLE  
Transit Station  
Area Plan**



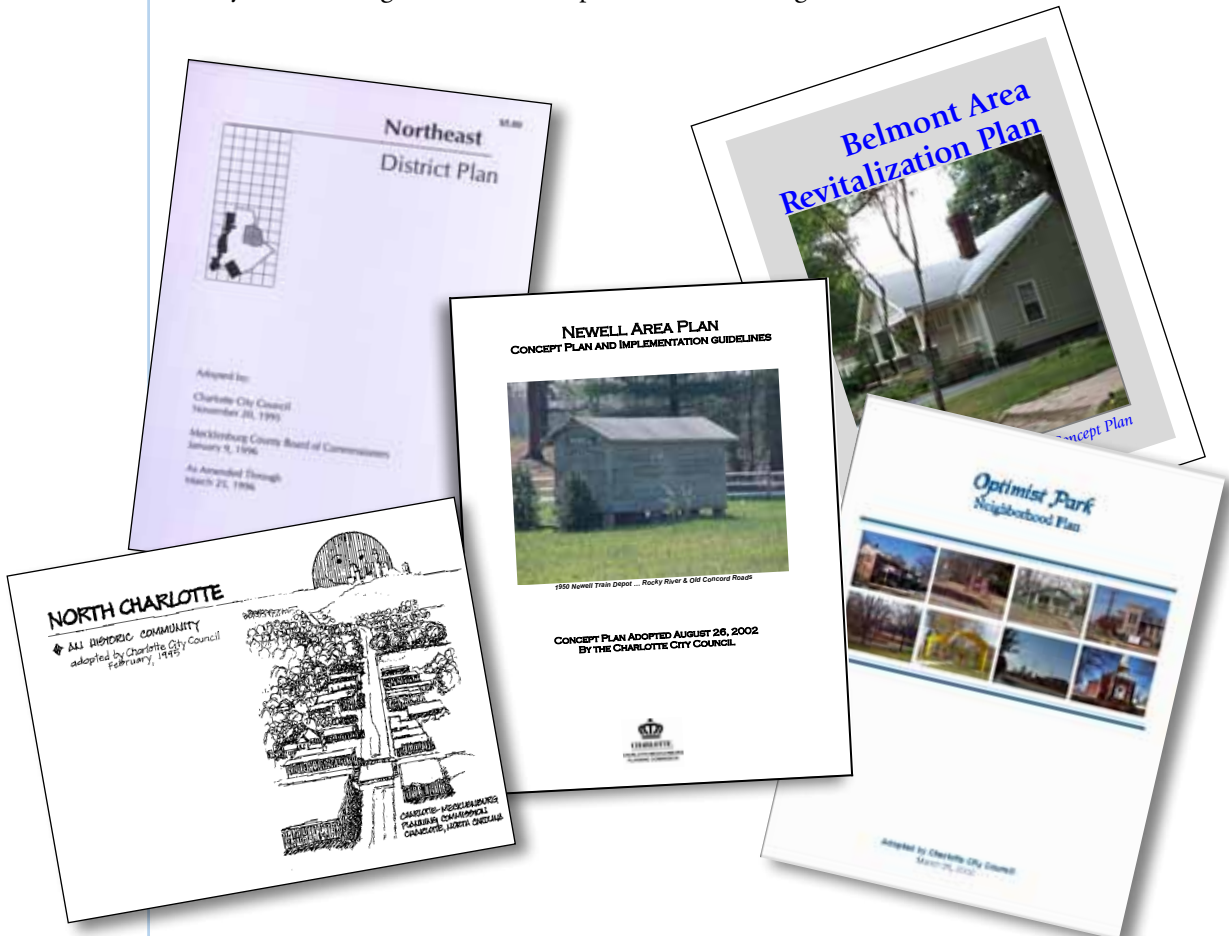
*Charlotte City Council reviews and adopts plans (2011-2013 City Council is shown) that will help guide future development.*

**Existing  
Land Use & Design**

*continued*

**Adopted Future Land Use**

The *Northeast District Plan* (1996), *Optimist Park Neighborhood Plan* (2002), *Belmont Area Revitalization Plan* (2003), *North Charlotte Plan* (1995) and the *Newell Area Plan* (2002) provide land use guidance for this portion of the Corridor. These plans are updated by subsequent approved rezoning and area plans. As depicted on **Map 38a: Adopted Future Land Use, Urban Stations**, page 132 and **Map 38b: Adopted Future Land Use, Suburban Stations**, page 133, their future land use recommendations generally follow the pattern of existing land use. They are used to guide land development and rezoning decisions.





**BLE  
Transit Station  
Area Plan**



*There are many established neighborhoods within the plan area that are largely comprised of single family homes sited along quiet streets with mature trees and existing sidewalks.*

**Existing  
Land Use & Design**

*continued*



**Existing Neighborhoods**

The LYNX Blue Line Extension is within the Northeast Growth Corridor, one of five Growth Corridors identified in the *Centers, Corridors and Wedges Growth Framework* (2010). Growth Corridors encompass a wide diversity of land uses and some sections may contain areas of existing, primarily low density residential communities that area typically comprised of single family housing. These areas are known as Established Neighborhoods.

The *2010 Charlotte Mecklenburg Quality of Life Study* identifies nine neighborhoods in the Blue Line Extension Transit Station plan areas. See **Map 39: Existing Neighborhoods**, page 134. This study considers social well being, physical characteristics, crime, and economic vitality. Household characteristics such as median income, average house value and percentage of homeownership are illustrated in the table below.

**BLE Existing Neighborhood Data  
2006-2010**

| Neighborhood      | Median Household Income | Average House Value | Percentage Homeowners |
|-------------------|-------------------------|---------------------|-----------------------|
| Charlotte         | \$52,200                | \$89,700            | 23%                   |
| Belmont           | \$28,900                | \$129,500           | 30%                   |
| Villa Heights     | \$32,300                | \$118,500           | 43%                   |
| Optimist Park     | \$21,900                | \$186,200           | 34%                   |
| North Charlotte   | \$28,500                | \$189,400           | 51%                   |
| Tryon Hills       | \$29,400                | \$68,000            | 25%                   |
| Sugaw Cr/Ritch Av | \$28,300                | \$89,700            | 23%                   |
| Hidden Valley     | \$35,400                | \$63,500            | 32%                   |
| Hampshire Hills   | \$40,600                | \$77,900            | 53%                   |
| Newell South      | \$47,000                | \$142,000           | 86%                   |

Source: 2006 to 2010 American Community Survey (ACS) 5-Year Estimates (Block Group)



**BLE  
Transit Station  
Area Plan**



*Unique features of each station area will be combined with new development to help define the character of individual stations.*

**Existing  
Land Use & Design**

*continued*



**Development Activity/Potential Opportunities**

**Summary**

The Northeast Corridor largely traverses already-developed areas of the City, although there is some remaining undeveloped land around a few stations in the University City area. Still, numerous opportunities exist for significant redevelopment and intensification of under-developed and vacant properties along the corridor. Over the next 25 years, station areas along the BLE could capture nearly 12,400 new residential units, 3.8 million square feet of new office space and roughly 1.35 million square feet of new retail space.

See **Map 40:** Existing Zoning, page 135, **Map 41a:** Generalized Zoning, Urban Stations, page 136, **Map 41b:** Generalized Zoning, Suburban Stations, page 137, **Map 42a:** ½ & ¼ Mile Walk Distances, Urban Stations, page 138, **Map 42b:** ½ & ¼ Mile Walk Distances, Suburban Stations, page 139, and **Map 43:** Redevelopment Potential of Large Parcels, page 140.

| Station Area Estimated Growth<br>2010-2035   |                      |                  |                  |                   |
|--|----------------------|------------------|------------------|-------------------|
| Station Area   |                      | Office Sq. Ft.   | Retail Sq. Ft.   | Residential Units |
| 9th Street   | •                    | 2,166,438        | 111,567          | 1,774             |
| Parkwood   | urban<br>stations    | 126,226          | 83,691           | 1,167             |
| 25th Street  |                      | 90,898           | 69,608           | 1,167             |
| 36th Street  |                      | 111,140          | 116,613          | 1,728             |
| Sugar Creek  |                      | 35,328           | 44,272           | 508               |
| Old Concord Road   | suburban<br>stations | 47,354           | 122,942          | 613               |
| Tom Hunter   |                      | 42,583           | 58,085           | 565               |
| University City Boulevard  | •                    | 232,967          | 353,599          | 1,829             |
| McCullough   | •                    | 440,214          | 160,979          | 1,416             |
| JW Clay Blvd   | •                    | 508,303          | 226,112          | 1,678             |
| <b>Total Station Areas</b>   | •                    | <b>3,801,451</b> | <b>1,347,468</b> | <b>12,385</b>     |
| • These stations are not included in this document. They may be found under separate cover.                                      |                      |                  |                  |                   |
| <i>Source: Noell Consulting Group, Economic Development Potential Around Northeast Corridor Transit Stations (December 2010)</i> |                      |                  |                  |                   |



## BLE Transit Station Area Plan

### Existing Land Use & Design

*continued*



*A vibrant and colorful mixed use building in the trendy NoDa arts district.*



*New single family homes are being built in the in the 36th Street Station Area.*

The North Davidson corridor – from Center City to NoDa – is an increasingly attractive, yet still edgy, residential corridor intown. Over the past 10 to 20 years, significant revitalization has occurred at both ends, with the development of some infill residential and commercial uses in between station areas. More residential infill development is expected between the 9th Street through the 36th Street stations as the area continues to gain momentum, helped by the implementation of light rail.

Redevelopment and revitalization of the Old Concord Road and Tom Hunter stations will be quite challenging with demand potential being tempered by a number of factors, including lower household incomes, moderate home prices and retail abandonment. Opportunities exist for infill residential (largely attached) and some retail infill. Critical in this area will be working with developers and/or property owners to redevelop aging uses. In addition, placemaking and creating a sense of location will be important to grow redevelopment beyond specific sites.



**BLE  
Transit Station  
Area Plan**



*This skyline view shows the Parkwood station's proximity to Uptown Charlotte.*



*Large mature street trees stand in front of currently vacant lots.*

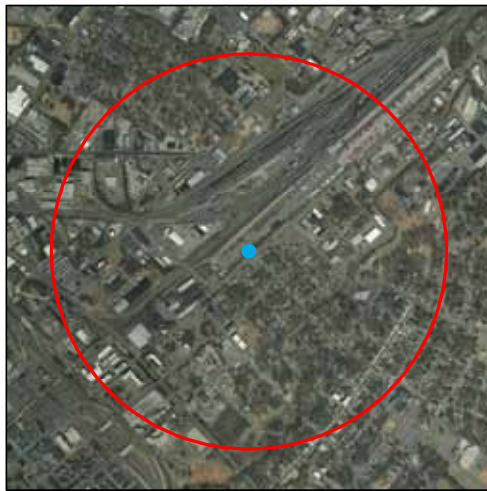
**Existing  
Land Use & Design**

*continued*



**Parkwood Station Area Opportunities**

■ Urban Station



***Issues/Opportunities***

Parkwood has just recently begun to see new private investment with the development of two projects just outside the ½ mile radius – Alpha Mill and the redevelopment of Piedmont Courts – that will create an upside for redevelopment in the station area.

The location between Center City and NoDa is positive for both residential and smaller office users.

***Rezoning***

Over the past five years there have been two rezonings within a ½ mile radius of the station area. Both were Mixed Use Development District (MUDD) petitions for transit supportive residential development.

***Building Permits***

There were 142 building permits issued over the past five years in the station area.

Developable Property

Estimated Vacant Acres: 63

Estimated Under utilized Acres: 15





**BLE  
Transit Station  
Area Plan**



*The Norfolk Southern rail yard is located on the west side of the station area.*



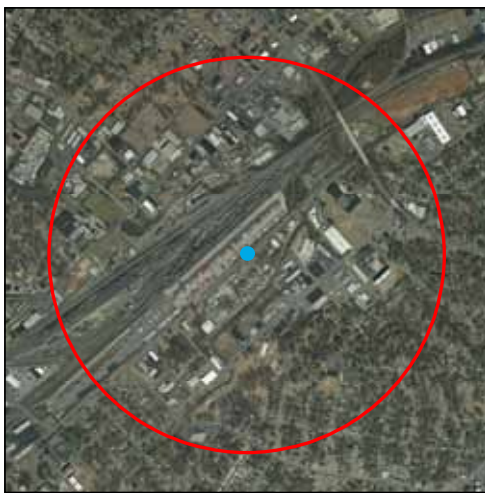
*Currently about 30% of the existing land use is Industrial in the 25th Street Station Area.*

**Existing  
Land Use & Design**

*continued*



**25th Street Station Area Opportunities**      ■ Urban Station



***Issues/Opportunities***

The area lacks major east-west connections and is flanked on the west by rail yards.

Although local-serving retail and creative-type industries may be attracted to the industrial character of the station area, the lack of regional access tempers its commercial attractiveness.

***Rezoning***

There were three rezonings over the past five years within a ½ mile radius of the 25th Street Station. Two of the rezonings were to the UR district to allow for Urban Residential development. The third was for MUDD-O to allow for residential and nonresidential urban development.

***Building Permits***

Over the past five years there were 28 building permits issued in the station area.

|                                  |
|----------------------------------|
| Developable Property             |
| Estimated Vacant Acres: 25       |
| Estimated Underutilized Acres: 3 |



**BLE  
Transit Station  
Area Plan**



*New development in the arts district is located across the street from 1927 store fronts.*



*Highland Mill (1904) textile mill, has already converted to apartments and retail space.*

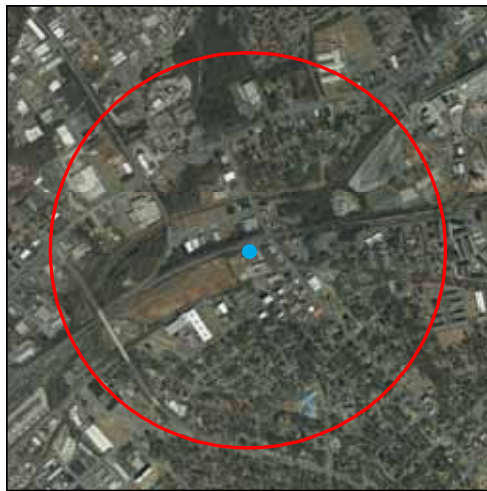
**Existing  
Land Use & Design**

*continued*



**36th Street Station Area Opportunities**

▪ Urban Station



**Issues/Opportunities**

Commercial uses are somewhat limited by the lack of large, well-located parcels, but could develop as ground floor uses and towards North Tryon Street.

The station is located in the heart of NoDa, which has transitioned over the last two decades from an aging retail district to a vibrant arts and entertainment-based retail and residential neighborhood.

The greatest opportunities in the next 25 years will continue to be for new infill residential and local-serving retail and creative-type office uses.

**Rezoning**

There have been 20 rezonings in the station area over the past five years, the most in the corridor. Most were for the MUDD zoning district to allow for residential and nonresidential transit supportive development.

**Building Permits**

Over the past five years, there were 259 building permits issued in the station area, the most in the corridor.

|                                    |
|------------------------------------|
| Developable Property               |
| Estimated Vacant Acres: 89         |
| Estimated Under utilized Acres: 31 |



**BLE  
Transit Station  
Area Plan**



*Redevelopment of the Asian Corner Mall to higher density land uses and a more pedestrian friendly environment will help spur other redevelopment projects in the area.*

**Existing  
Land Use & Design**

*continued*



|                                   |
|-----------------------------------|
| Developable Property              |
| Estimated Vacant Acres: 62        |
| Estimated Underutilized Acres: 49 |

**Sugar Creek Station Area Opportunities**

■ Urban Station



**Issues/Opportunities**

The area, comprised of aging retail, industrial and residential land uses, has not seen recent significant development. The street network does not provide direct, convenient connections to NoDa and the redevelopment and revitalization occurring there.

The area lacks a major anchor from which to encourage redevelopment. The Asian Corner Mall, currently struggling with vacancies represents perhaps the most significant redevelopment opportunity in the area.

The proximity of industrial and undeveloped or underdeveloped parcels of significant size makes redevelopment more likely in the short term.

**Rezoning**

There have not been any rezonings in the area over the past five years.

**Building Permits**

Over the past five years, there were 124 building permits issued in the station area.



**BLE  
Transit Station  
Area Plan**



*Redevelopment of the North Park Mall to a mixed use residential, retail, and office site would help reinvigorate the Old Concord Road Station Area.*

**Existing  
Land Use & Design**

*continued*



**Old Concord Road Station Area Opportunities ■ Suburban Station**



***Issues/Opportunities***

The area is characterized by low-intensity commercial and industrial uses, many of which are aging and in need of reinvestment/redevelopment.

Opportunities are most significant for residential and local-serving retail and office land uses.

Smaller warehouses and storage facilities also represent potential redevelopment opportunities.

***Rezoning***

There was one rezoning in the station area over the past five years for a Business District Conditional (B-2 CD) site plan amendment to allow for the construction of a new building for an existing auto dealership.

***Building Permits***

Over the past five years there were 13 building permits issued in the station area.

Developable Property

Estimated Vacant Acres: 149

Estimated Underutilized Acres: 141



**BLE  
Transit Station  
Area Plan**



*A redevelopment concept shows medium density residential mixed use along North Tryon Street. Community-serving retail is recommended at the LYNX station.*

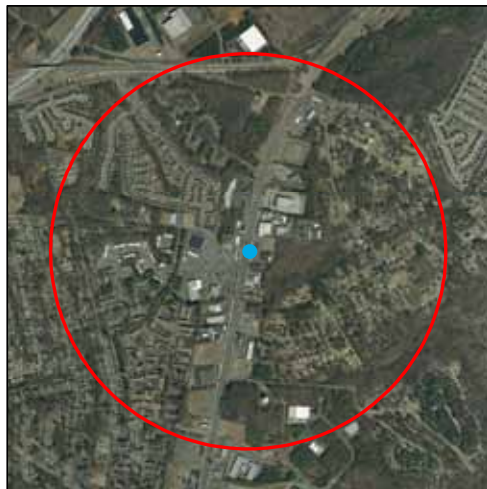
**Existing  
Land Use & Design**

*continued*



**Tom Hunter Station Area Opportunities**

■ Suburban Station



**Issues/Opportunities**

The area lacks a significant office market, in spite of its proximity to University City and is hampered by its lack of destinations.

The area is also challenging because it lacks significant parcel depth along North Tryon Street and has limited connectivity locally and regionally.

Opportunities are most significant for attached residential infill, with retail and office land uses being less significant.

**Rezoning**

There were no rezonings in the station area over the past five years.

**Building Permits**

There were 27 building permits issued over the past five years in the station area.

|                                    |
|------------------------------------|
| Developable Property               |
| Estimated Vacant Acres: 149        |
| Estimated Underutilized Acres: 141 |

**Building Permit and Rezoning Summaries**

**Building Permits Summary**

There were 593 building permits issued over the past five years in this portion of the corridor for both residential and nonresidential development.

**Rezoning Summary**

Over the past five years there have been 30 rezoning petitions filed in the corridor. A majority of these were for MUDD (Mixed Use Development District) zoning to allow for more transit supportive development. The TOD (Transit Oriented Development) district has not been available within most of the corridor because of the lack of station area plans until 2007 and/or a Record of Decision (ROD).



**BLE  
Transit Station  
Area Plan**



*Number 23 CATS bus picks up passengers in NoDa on North Davidson Street which is classified as a minor thoroughfare in the Mecklenburg-Union Thoroughfare Plan.*

# Mobility



## Street Network for Urban Stations

One way to assess the adequacy of an area's street network is to measure the number of route choices available to pedestrians, bicyclists and motorists. A dense, well-connected network offers greater choices of routes and more direct routes to destinations than does a less connected network. The availability of more interconnected route choices also provides greater overall system capacity.

Route choices are measured by the number of lane-miles of streets, number of intersections (nodes), number of blocks (links), and the connectivity index. A lane-mile is one mile of a single roadway lane. The more lane-miles of streets there are, the greater the overall traffic carrying capacity. The connectivity index quantifies how well a roadway network connects destinations and is calculated by dividing the number of roadway links by the number of roadway nodes. A connectivity index of 1.45 or more is desirable for transit station areas and in-town neighborhoods, such as the Urban Station Areas.

| BLE Urban Station Areas |      |
|-------------------------|------|
| Miles of streets        | 17   |
| Lane-mile of streets    | 46   |
| Connectivity Index      | 1.46 |

### *Issues/Opportunities*

There is a noticeable lack of street connectivity between the 25th Street station and North Davidson Street. There is also a lack of route choices running parallel to North Tryon Street between East 36th Street and East Sugar Creek Road.

The two primary goals for enhanced connectivity and route choices are to improve user access to each transit station and support economic development and redevelopment across all station areas.



## BLE Transit Station Area Plan

### Existing Mobility

*continued*



*Both North Davidson Street and East 36th Street are classified as minor thoroughfares which carry traffic from local collector streets to major thoroughfares.*

### Existing Thoroughfares & Collectors for Urban Stations

The *Mecklenburg-Union Thoroughfare Plan* is the adopted major roadway plan for Mecklenburg and Union counties and is used to assure that the most appropriate street system is developed to meet existing and future travel needs. Streets are classified and designed according to their intended functions so that land use and traffic conflicts are minimized. See **Map 44: Street Network/Classifications**, page 141 and **Map 45: Planned and Programed Projects**, page 142. The street classifications applicable to the Urban Transit Station Areas are as follows:

***Thoroughfares:*** Eastway Drive, Matheson Avenue, Parkwood Avenue, East Sugar Creek Road, North Tryon Street, and The Plaza are major thoroughfares serving the area. As major thoroughfares, these streets are designed to accommodate large volumes of traffic at moderate speeds and provide access to major commercial, employment and residential land uses. North Davidson Street and East 36th Street are area minor thoroughfares, which collect traffic from the local collector streets and carry it to the major thoroughfares. Minor thoroughfares are designed to carry moderate traffic volumes at moderate speeds and provide access to residential, commercial and institutional land uses.

***Collectors & Locals:*** North Brevard Street and Craighead Road are major collectors. Belmont Avenue, East 16th Street, Dinglewood Avenue, Herrin Avenue, and Pickney Avenue are minor collectors. Collectors are designed to carry traffic between the thoroughfares and local streets at moderate volumes and speeds and provide access to adjacent land uses. The remaining roadways are local streets that carry low traffic volumes, have slow operating speeds and provide access to individual properties.



**BLE  
Transit Station  
Area Plan**



*There are concrete sidewalks along North Tryon Street which could be improved with amenities such as street trees and pedestrian-scale lighting.*

**Existing  
Mobility**

*continued*



**Street Network for Suburban Stations**

One way to assess the adequacy of an area's street network is to measure the number of route choices available to pedestrians, bicyclists and motorists. A dense, well-connected network offers greater choices of routes and more direct routes to destinations than does a less connected network. The availability of more interconnected route choices also provides greater overall system capacity.

Route choices are measured by the number of lane-miles of streets, number of intersections (nodes), number of blocks (links), and the connectivity index. A lane-mile is one mile of a single roadway lane. The more lane-miles of streets there are, the greater the overall traffic carrying capacity. The connectivity index quantifies how well a roadway network connects destinations and is calculated by dividing the number of roadway links by the number of roadway nodes. A connectivity index of 1.45 or more is desirable for transit station areas and in-town neighborhoods, while an index of 1.35 is recommended for other areas, including the Suburban Station Areas.

| BLE Suburban Station Areas |      |
|----------------------------|------|
| Miles of streets           | 281  |
| Lane-mile of streets       | 585  |
| Connectivity Index         | 0.88 |

***Issues/Opportunities***

There is a noticeable lack of street connectivity from the residential neighborhoods to North Tryon Street. There is also a lack of route choices running parallel to North Tryon Street between Eastway Drive and Orr Road.

The two primary goals for enhanced connectivity and route choices are to improve user access to each transit station and support economic development and redevelopment across all station areas.





## BLE Transit Station Area Plan



*North Tryon Street is a major thoroughfare with bus access to the many commercial and employment opportunities.*

### Existing Mobility

*continued*

## Existing Thoroughfares & Collectors for Suburban Stations

The *Mecklenburg-Union Thoroughfare Plan* is the adopted major roadway plan for Mecklenburg and Union counties and is used to assure that the most appropriate street system is developed to meet existing and future travel needs. Streets are classified and designed according to their intended functions so that land use and traffic conflicts are minimized. See **Map 44: Street Network/Classifications**, page 141 and **Map 45: Planned and Programed Projects**, page 142. The street classifications applicable to the Suburban Transit Station Areas are as follows:

***Thoroughfares:*** Eastway Drive and North Tryon Street are major thoroughfares serving the area. As major thoroughfares, these streets are designed to accommodate large volumes of traffic at moderate speeds and provide access to major commercial, employment and residential land uses. Old Concord Road is a minor thoroughfare, which collects traffic from the local collector streets and carries it to the major thoroughfares. Minor thoroughfares are designed to carry moderate traffic volumes at moderate speeds and provide access to residential, commercial and institutional land uses.

***Collectors & Locals:*** Orr Road and Tom Hunter Road are major collectors. Arrowhead Drive and Owen Boulevard are minor collectors. Collectors are designed to carry traffic between the thoroughfares and local streets at moderate volumes and speeds and provide access to adjacent land uses. The remaining roadways are local streets that carry low traffic volumes, have slow operating speeds and provide access to individual properties.



**BLE  
Transit Station  
Area Plan**

*Charlotte Transportation Center, located between Fourth and Trade Streets, is CATS' main transportation center. The CTC serves as a multimodal transfer center, providing customers with connections to the LYNX Blue Line light rail as well as the local, express, and regional express bus routes.*



### Existing Mobility

*continued*

## Public Transportation

CATS operates a fleet of 407 buses (CATS Bus Fleet Management Plan, October 2011) and 20 light rail vehicles systemwide. As of January 2012, 16 bus routes operated within the Northeast Corridor study area, with eight local bus routes, three University of North Carolina Charlotte shuttle routes, two neighborhood circulator routes and three express routes. See **Map 46: Existing Bus Network**, page 143.

**Annual Ridership for Routes Serving the Northeast Corridor**

| Route Number                    | Route Name               | Type of Route      | FY 10      | FY 11      | Percent Change | System-wide Rank FY 11 |
|---------------------------------|--------------------------|--------------------|------------|------------|----------------|------------------------|
| 3                               | The Plaza                | Local              | 500,583    | 511,173    | 2.1%           | 11                     |
| 4                               | Country Club             | Local              | 252,408    | 247,969    | -1.8%          | 25                     |
| 11                              | North Tryon              | Local              | 1,453,768  | 1,600,654  | 10.1%          | 1                      |
| 13                              | Nevin Road               | Local              | 345,218    | 371,443    | 7.6%           | 21                     |
| 22                              | Graham Street            | Local              | 404,372    | 441,306    | 9.1%           | 16                     |
| 23                              | Shamrock Drive           | Local              | 562,437    | 580,935    | 3.3%           | 9                      |
| 29                              | UNCC/South Park          | Local              | 112,484    | 120,907    | 7.5%           | 40                     |
| 39                              | Eastway Drive            | Local              | 425,906    | 457,462    | 7.4%           | 14                     |
| 47                              | UNCC Nugget Shuttle      | Shuttle            | 105,879    | 78,630     | -25.7%         | 51                     |
| 49                              | UNCC Niner Shuttle       | Shuttle            | 125,576    | 68,838     | -45.2%         | 54                     |
| 50 <sup>1</sup>                 | UNCC CRI Shuttle         | Shuttle            | ---        | 107,613    | ---            | ---                    |
| 54X                             | University Research Park | Express            | 197,416    | 184,131    | 6.7%           | 34                     |
| 79X                             | Concord Mills Express    | Express (Sat only) | 79,681     | 78,728     | 43.3%          | 73                     |
| 80X                             | Concord Express          | Express Plus       | 79,681     | 78,728     | -1.2%          | 50                     |
| 81X <sup>2</sup>                | Wachovia CIC Shuttle     | Express            | 43,716     | 10,467     | -76.06%        | 72                     |
| 204                             | LaSalle                  | Neighborhood       | 110,392    | 131,535    | 19.2%          | 38                     |
| 211                             | Hidden Valley            | Neighborhood       | 250,898    | 294,143    | 17.2%          | 24                     |
| <b>Corridor Total</b>           |                          |                    | 4,975,757  | 5,293,130  | 6.4%           |                        |
| <b>Bus System Total</b>         |                          |                    | 18,981,140 | 19,653,118 | 3.5%           |                        |
| <b>Light Rail</b>               |                          |                    | 4,812,176  | 4,769,934  | -0.9%          |                        |
| <b>Total Bus and Light Rail</b> |                          |                    | 23,793,316 | 24,423,052 | 2.7%           |                        |

Source: CATS Market Research Ridership by Route FY 2010 & 2011

<sup>1</sup> Route Discontinued in FY 2010, Redesigned and Returned to Service in FY 2011.

<sup>2</sup> Route was Discontinued in FY 2011



**BLE  
Transit Station  
Area Plan**



*Bike commuting offers an alternative to vehicular use in the Uptown area.*



*A pedestrian pathway, with landscaping and lighting, runs alongside the South LRT line.*

| Proposed Projects with <b>BIKEWAYS</b> within the Northeast Corridor |                |
|--|----------------|
| North Tryon Street/US 29   | Bicycle Lanes  |
| Matheson Avenue  | Bicycle Lanes  |
| Old Concord Road   | Bicycle Lanes  |
| West Rocky River Road  | Bicycle Lanes  |
| Mallard Creek Church Road  | Bicycle Lanes  |
| West Mallard Creek Church Road                                       | Bicycle Lanes  |
| Salome Church Road   | Bicycle Lanes  |
| Pavilion Boulevard   | Bicycle Lanes  |
| Mallard Creek Greenway   | Off-road Trail |
| Toby Creek Greenway (completed in 2011)                              | Off-road Trail |

*Source: City of Charlotte Bicycle Plan, 2008*

## Bikeways and Major Pedestrian Ways

### Bicycle Facilities

Over the past decade, the City has improved the local environment for cyclists through a variety of measures. See **Map 47: Bikeways**, page 144.

### Pedestrian Ways

Currently, in the Northeast Corridor, sidewalks are not consistently provided along the roadways. The continuity of the sidewalk network is minimal or non-existent in many areas. Gaps exist along North Tryon Street/US-29 north of W.T. Harris Boulevard. However, the network is more prevalent within Center City and in the NoDa area.

## Travel Time

The existing bus routes within the Northeast Corridor currently operate in mixed-traffic on congested roadways. As a result, several of the Northeast Corridor routes consistently experience delays above the system-wide average. The table presents the Northeast Corridor routes ranked by schedule adherence as compared to the system average.

| Schedule Adherence for Routes Serving the Northeast Corridor |                  |                          |                                  |              |                            |
|--|------------------|--------------------------|----------------------------------|--------------|----------------------------|
|  | Route Number     | Route Name               | Type of Route                    | Percent Late | Rank by schedule Adherence |
| Perform <b>AT OR ABOVE</b> System Average                    | 4                | Country Club             | Local                            | 5.3%         | 8                          |
|  | 204              | LaSalle                  | Circulator                       | 5.9%         | 14                         |
|  | 23               | Shamrock Drive           | Local                            | 7.3%         | 21                         |
|  | 3                | The Plaza                | Local                            | 7.7%         | 23                         |
|  | 13               | Nevin Road               | Local                            | 8.9%         | 35                         |
|  | 81X <sup>1</sup> | Wachovia CIC             | Express                          | 9.4%         | 42                         |
| System Average FY 2011                                       |                  |                          |                                  | <b>10.7%</b> |                            |
| Perform <b>BELOW</b> System Average                          | 39               | Eastway                  | Local                            | 10.8%        | 46                         |
|  | 22               | Graham Street            | Local                            | 13.7%        | 58                         |
|  | 79X              | Concord Mills Express    | Regional Express (Saturday Only) | 15.5%        | 66                         |
|  | 80X              | Concord                  | Regional Express                 | 15.8%        | 67                         |
|  | 211              | Hidden Valley            | Circulator                       | 19.2%        | 69                         |
|  | 11               | North Tryon              | Local                            | 19.5%        | 70                         |
|  | 29               | UNCC/SouthPark           | Local                            | 19.8%        | 71                         |
|  | 54X              | University Research Park | Express                          | 20.0%        | 72                         |

*Source: CATS Schedule Adherence by Route FY 2011 (July 1, 2010 - June 30, 2011)*  
<sup>1</sup> Route Discontinued in FY 2011  
 (Routes 47, 49 & 50 (UNCC Shuttles) are not tracked for schedule adherence due to the nature of the service)



**BLE  
Transit Station  
Area Plan**



*This section of the Little Sugar Creek Greenway in Midtown is part of a greenway system that extends from South Carolina through the BLE plan area.*

## Infrastructure and Public Facilities



### Schools

There are six schools in the corridor – UNC Charlotte’s Uptown Campus and First Ward Elementary School (9th Street Station Area), Highland Mill Montessori School, Plaza Road Pre-K School and Highland Renaissance Academy (36th Street Station Area) and Crossroads Charter High School (Old Concord Road Station Area).

### Parks, Greenways and Recreation Facilities

***Cordelia Park*** – A 24 acre Neighborhood Park featuring natural wooded areas, a stream, full-court basketball court, outdoor swimming pool, picnic shelters, a playground and walking trails.

***Little Sugar Creek Greenway*** – A partially completed greenway that follows Little Sugar Creek and extends approximately 15 miles from the South Carolina state line to Cordelia Park.

***Johnston Branch YMCA*** – A 4,500 square foot recreation facility that features a fitness center, gymnasium and indoor pool.

***Howie Acres Park*** – A 13 acre Neighborhood Park that features a half-court basketball court, a picnic shelter, a playground and a walking trail.

***Eastway Park*** – A planned 126 acre District Sports Park. Phase 1, completed in 2009, includes athletic fields, rest room facilities and parking areas.

***Toby Creek Greenway*** – A two-mile greenway that follows Toby Creek from University City Blvd/NC 49 through the UNC Charlotte campus to connect with Mallard Creek Greenway.

***Toby Creek Greenway Connector*** – A greenway trail that connects the Toby Creek Greenway and UNC Charlotte Campus to the future Barton Creek Greenway on the west side of North Tryon Street/US 29.



## BLE Transit Station Area Plan



*Charlotte Fire Department Station 7 was established in 1936.*



*The Johnston YMCA has been an asset to the area for over 60 years.*

### Existing Infrastructure & Public Facilities

*continued*

## Libraries

There are three libraries in the corridor – the Main Library (9th Street Station Area), the Sugar Creek Branch Library (Sugar Creek Station Area) and the University City Regional Branch Library (McCullough Station Area).

## Police, Fire and Post Offices

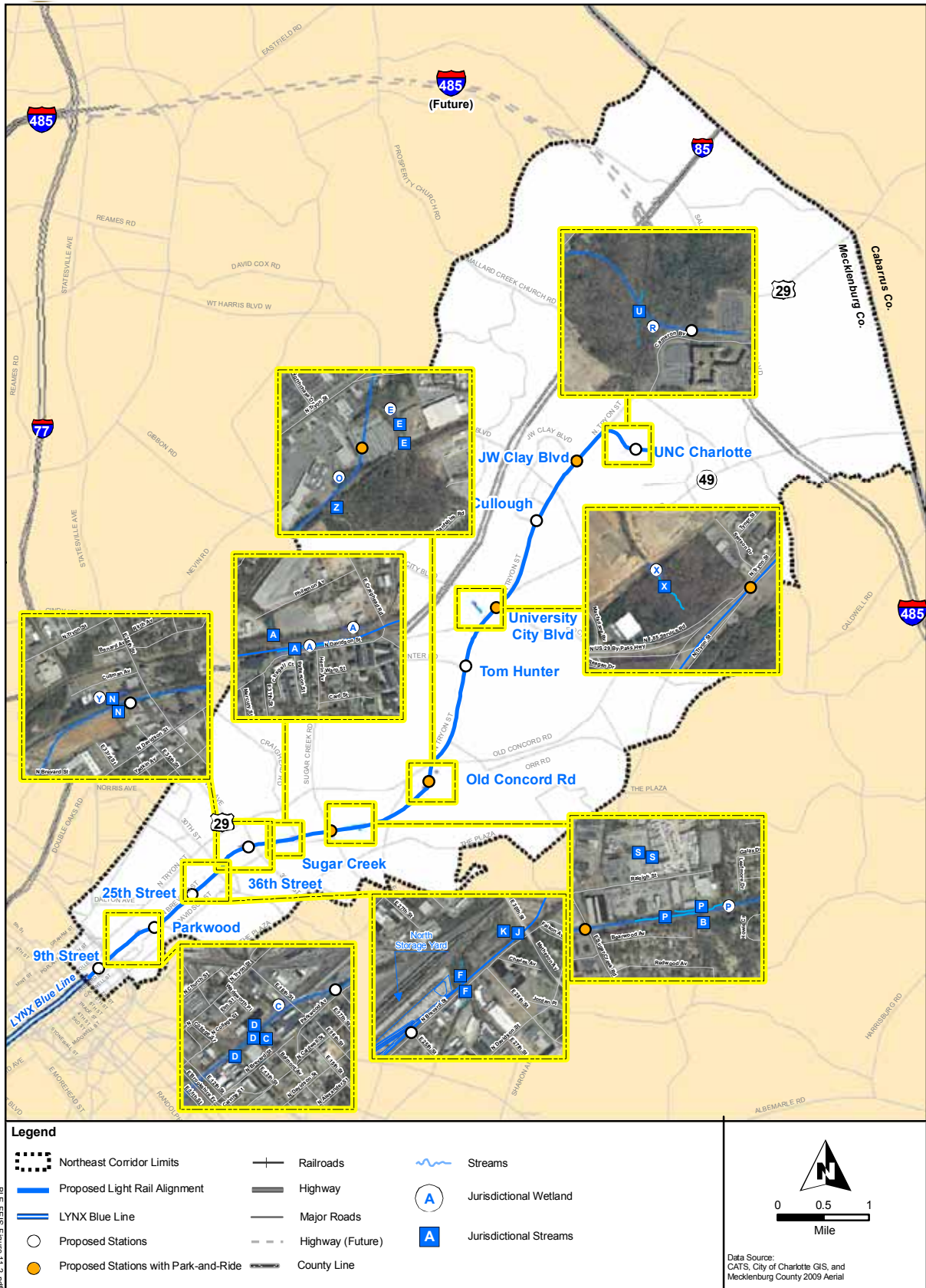
There are four Police and three Fire Stations in the corridor. These include the Police Headquarters and Central Division and Fire Station #1 (9th Street Station Area) and Fire Station #7 (36th Street Station Area), police's North Tryon Division (Sugar Creek Station Area) and Police's University City Division and Fire Station #27 (McCullough Station Area).

There is one U.S. Post Office on North Tryon Street near the Sugar Creek Station.

## Water and Sewer

Public water and sewer service is provided by Charlotte Mecklenburg Utilities. Drinking water comes from Mountain Island Lake and Lake Norman in the northern part of Mecklenburg County and is treated at one of three treatment plants in the County. Wastewater is collected and treated in one of five treatment plants.

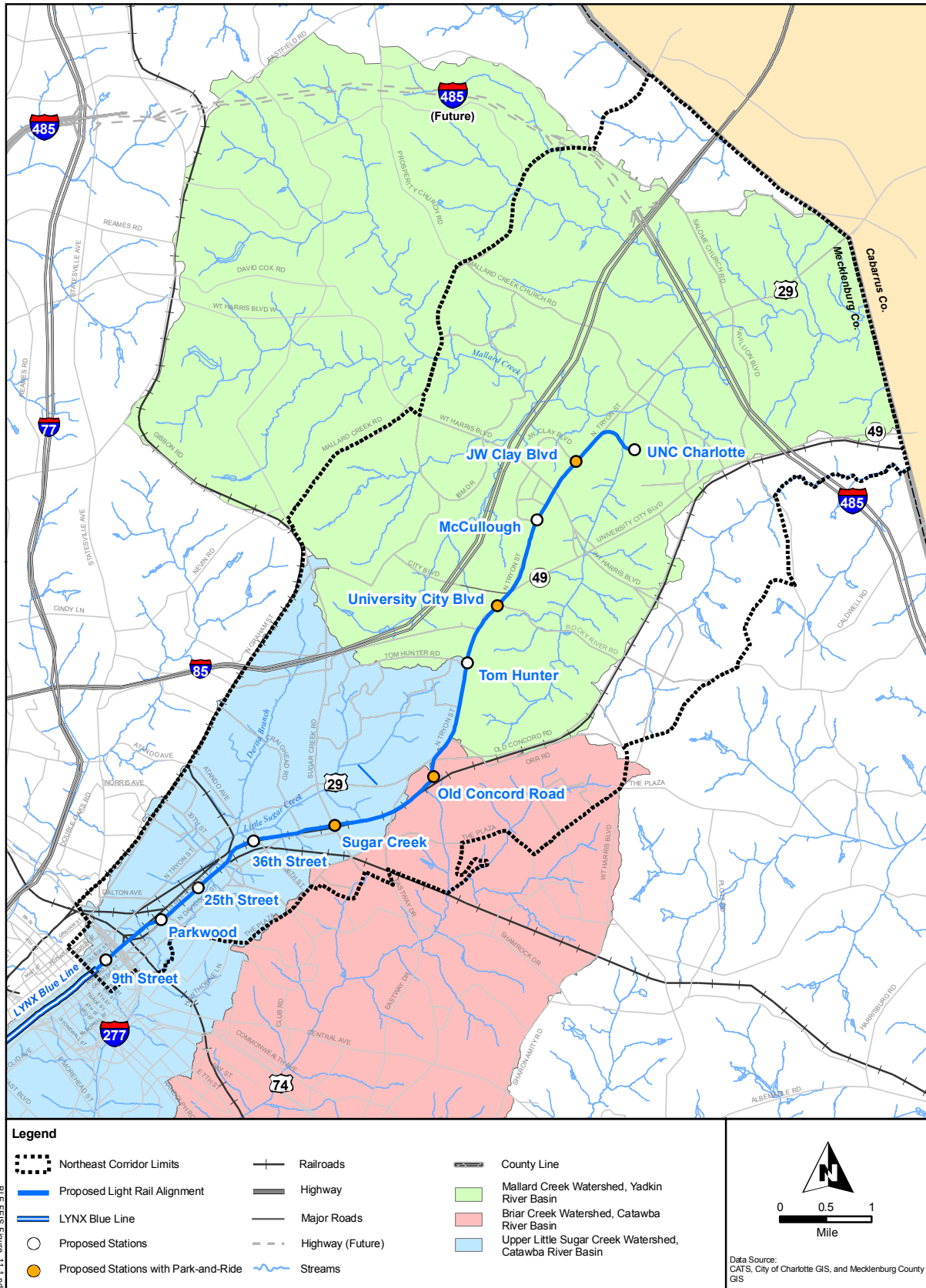
# Map 33: Waters and Wetlands



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11/17/20

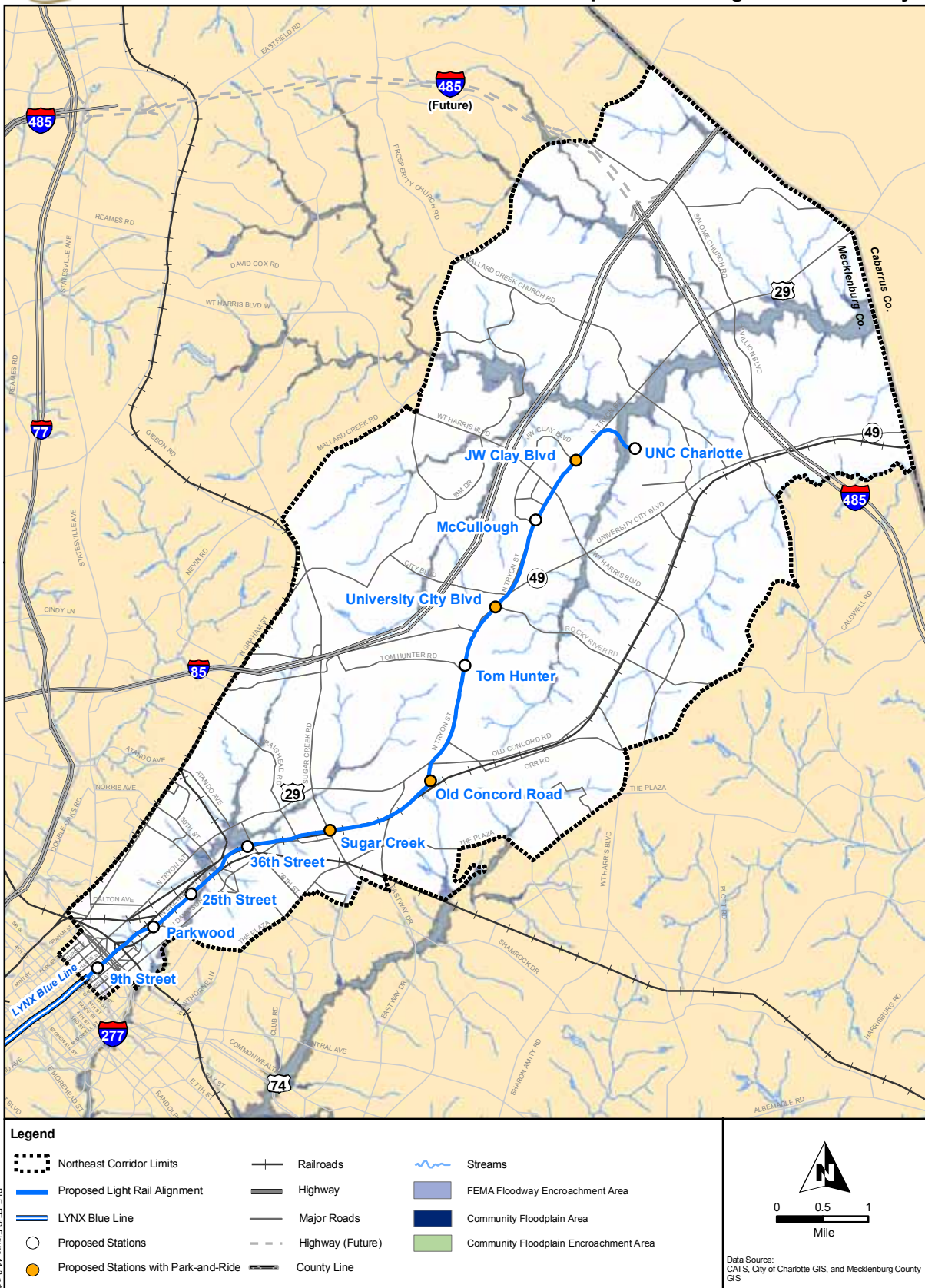
# Map 34: Watersheds



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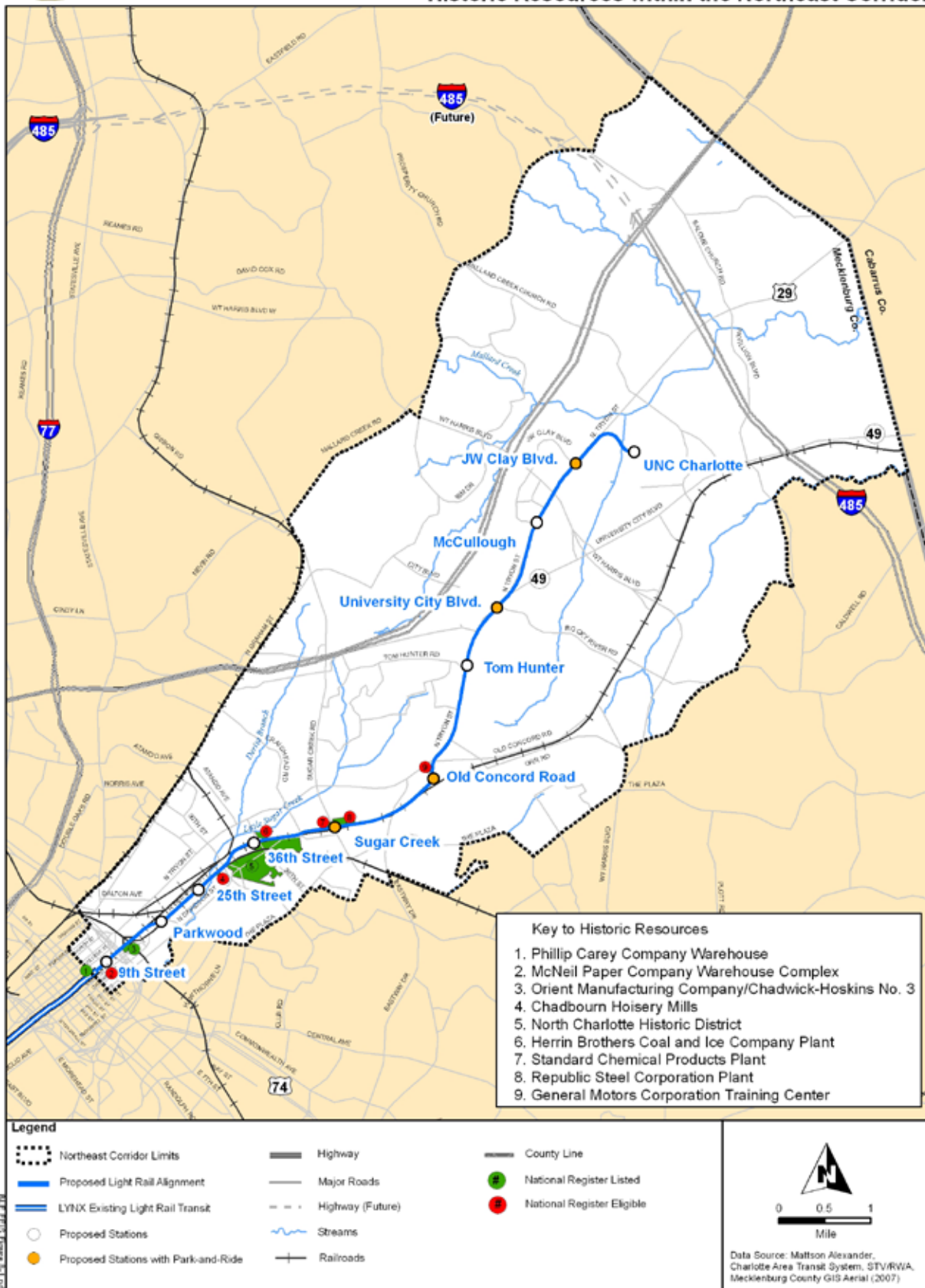
07/11/11

# Map 35: Floodplains and Regulated Floodways



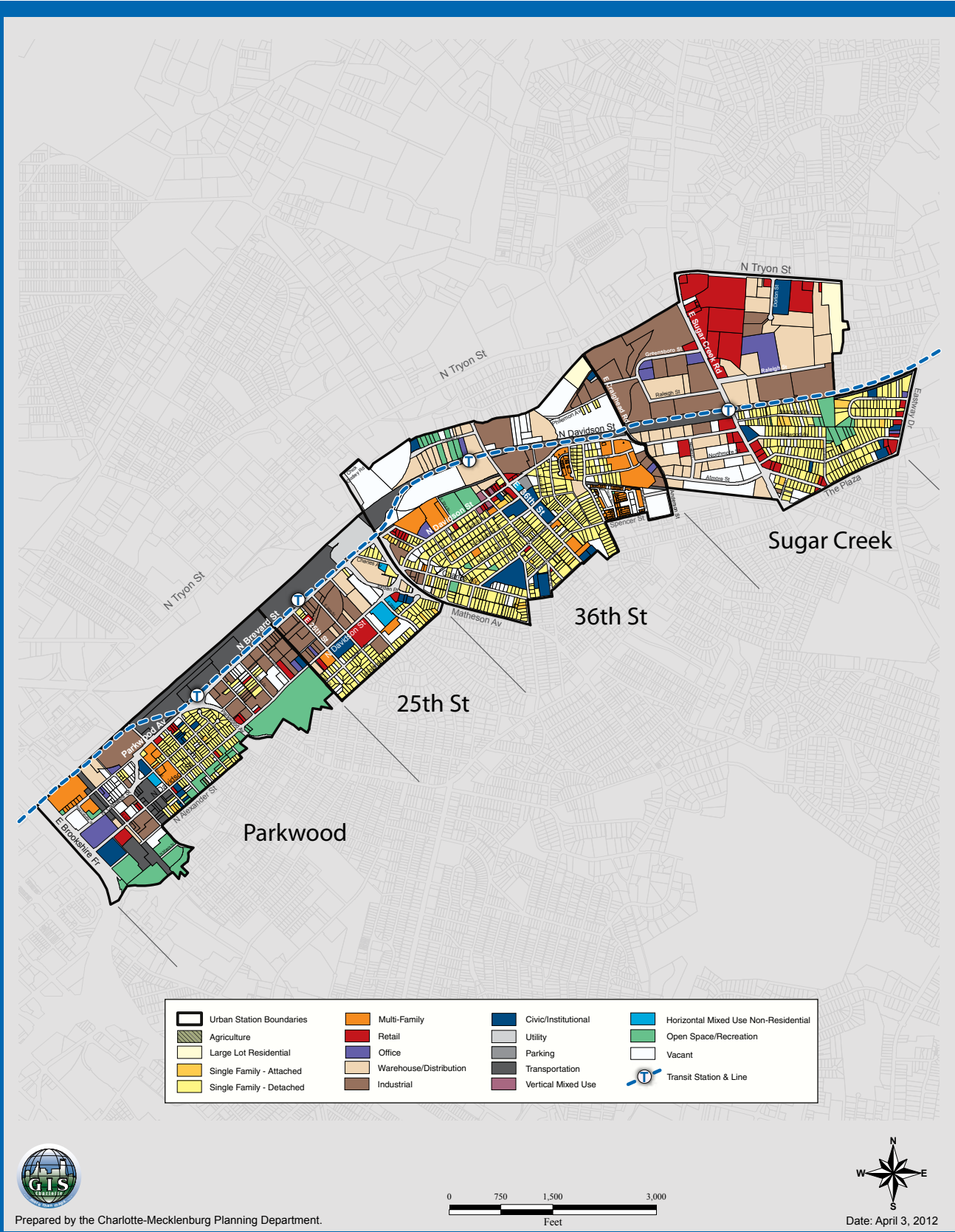


# Map 36: Historic Areas/Properties

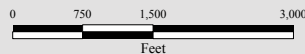


# Map 37a: Existing Land Use

# Urban Stations



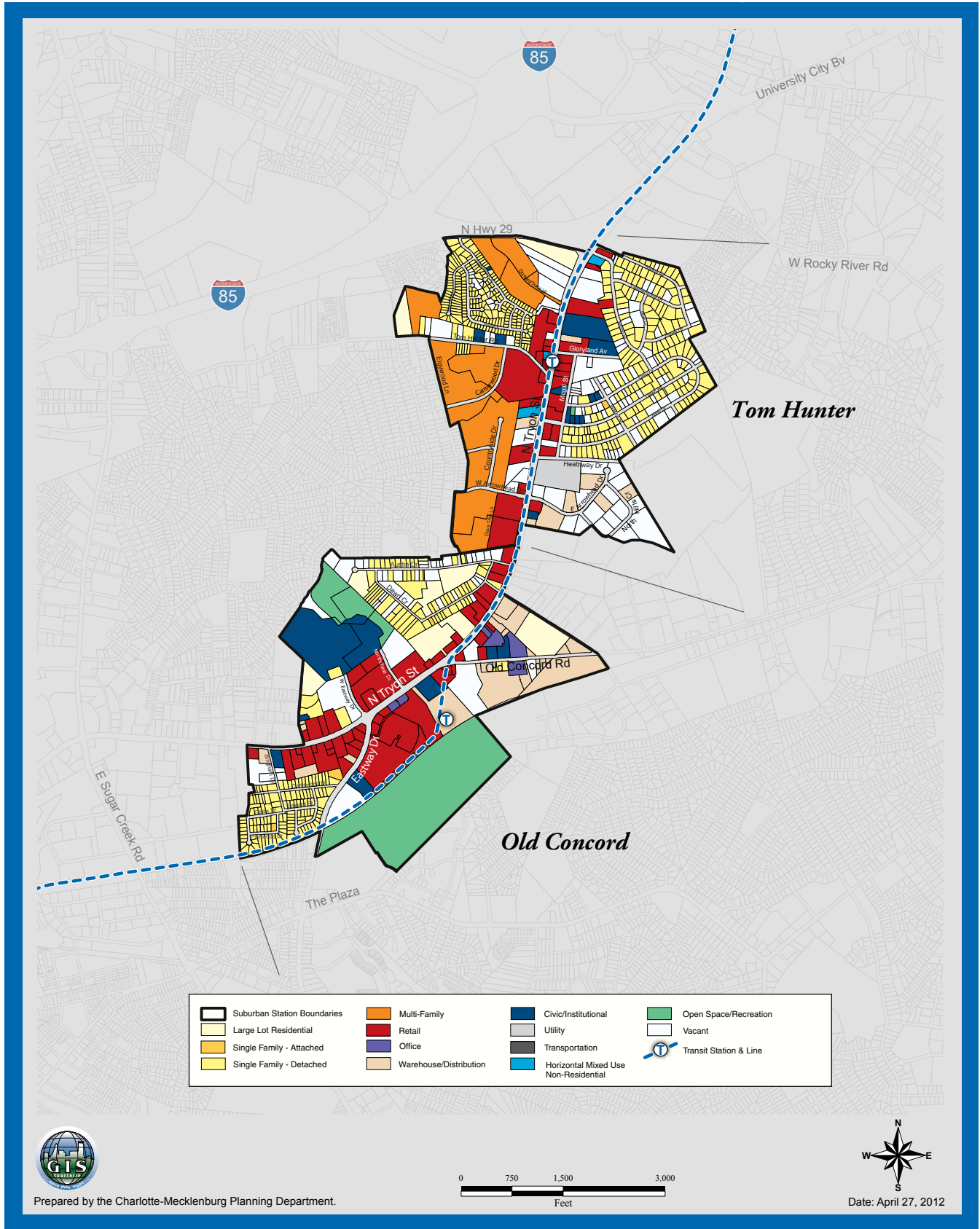
Prepared by the Charlotte-Mecklenburg Planning Department.



Date: April 3, 2012

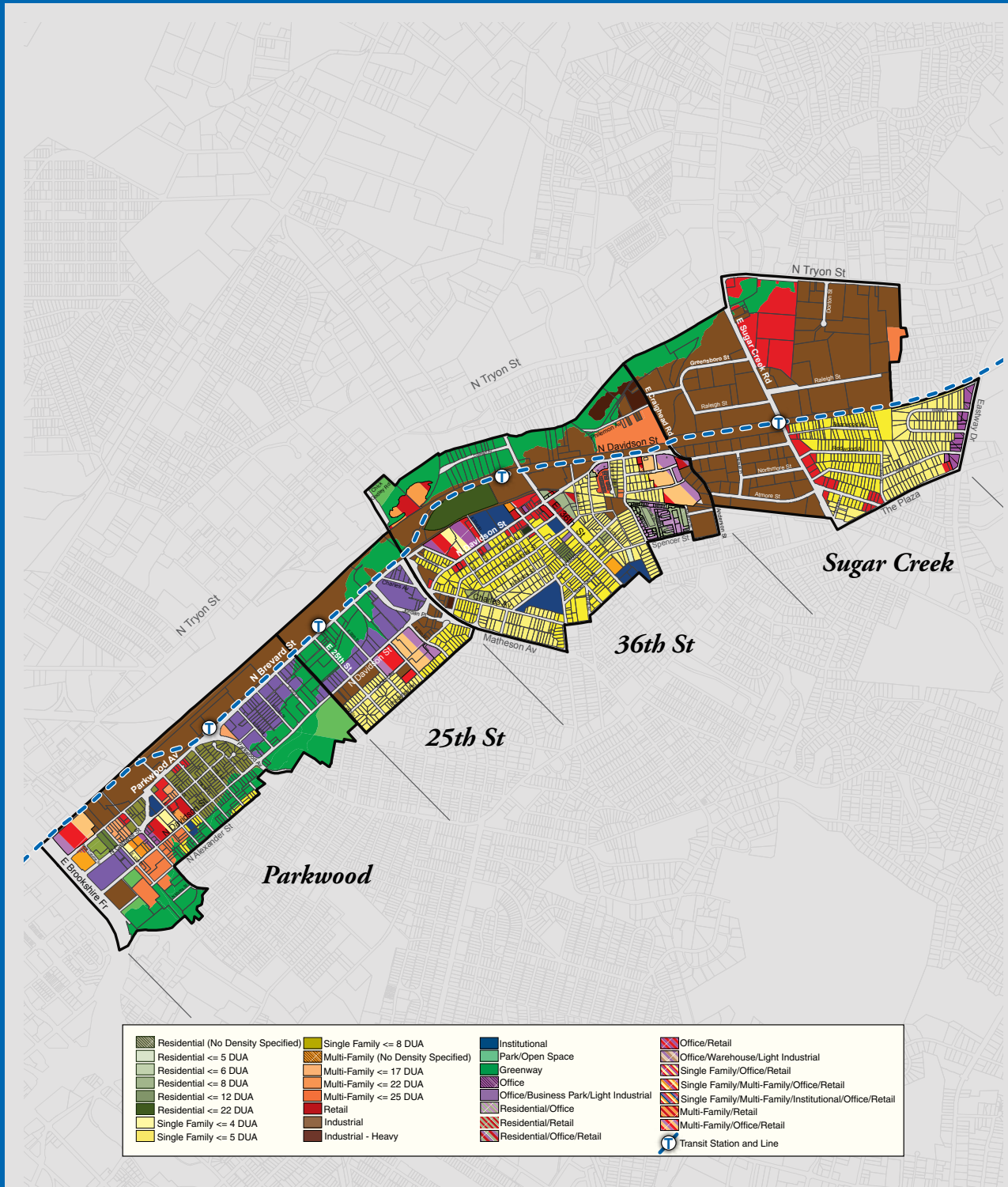
# Map 37b: Existing Land Use

# Suburban Stations

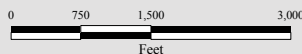


# Map 38a: Adopted Future Land Use

# Urban Stations

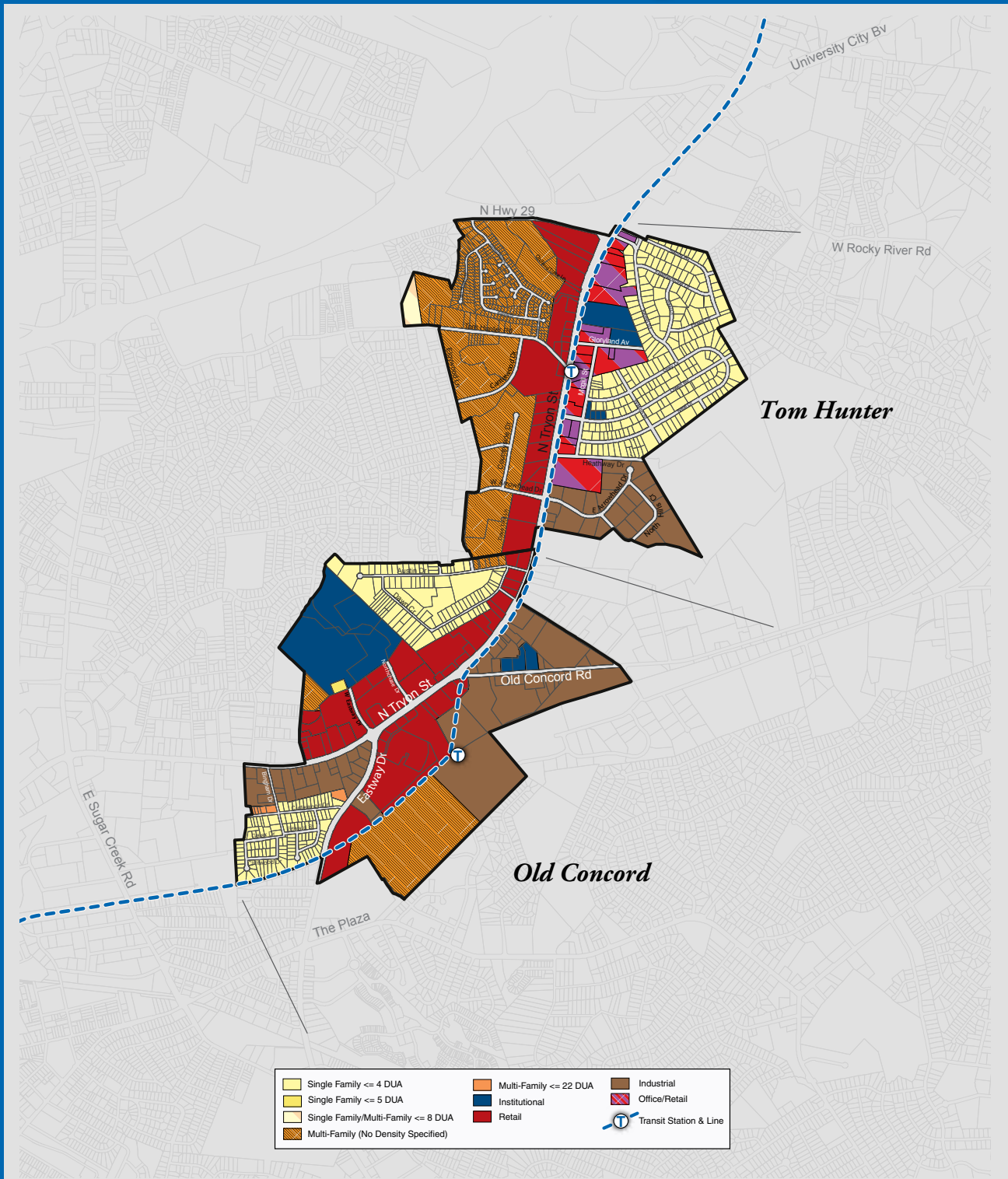


Prepared by the Charlotte-Mecklenburg Planning Department.

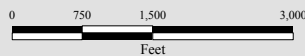


Date: April 30, 2012

# Map 38b: Adopted Future Land Use Suburban Stations

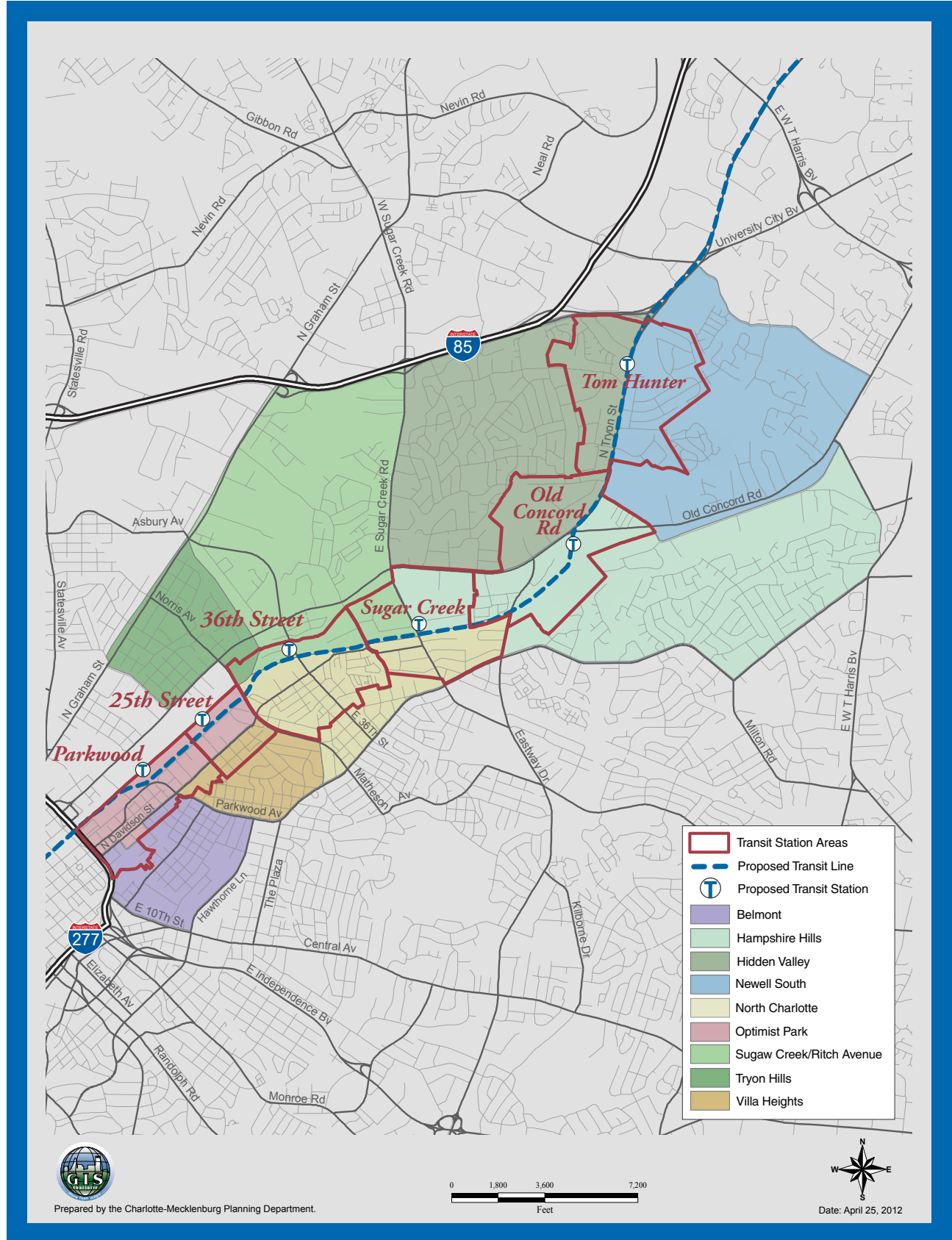


Prepared by the Charlotte-Mecklenburg Planning Department.



Date: April 30, 2012

# Map 39: Existing Neighborhoods



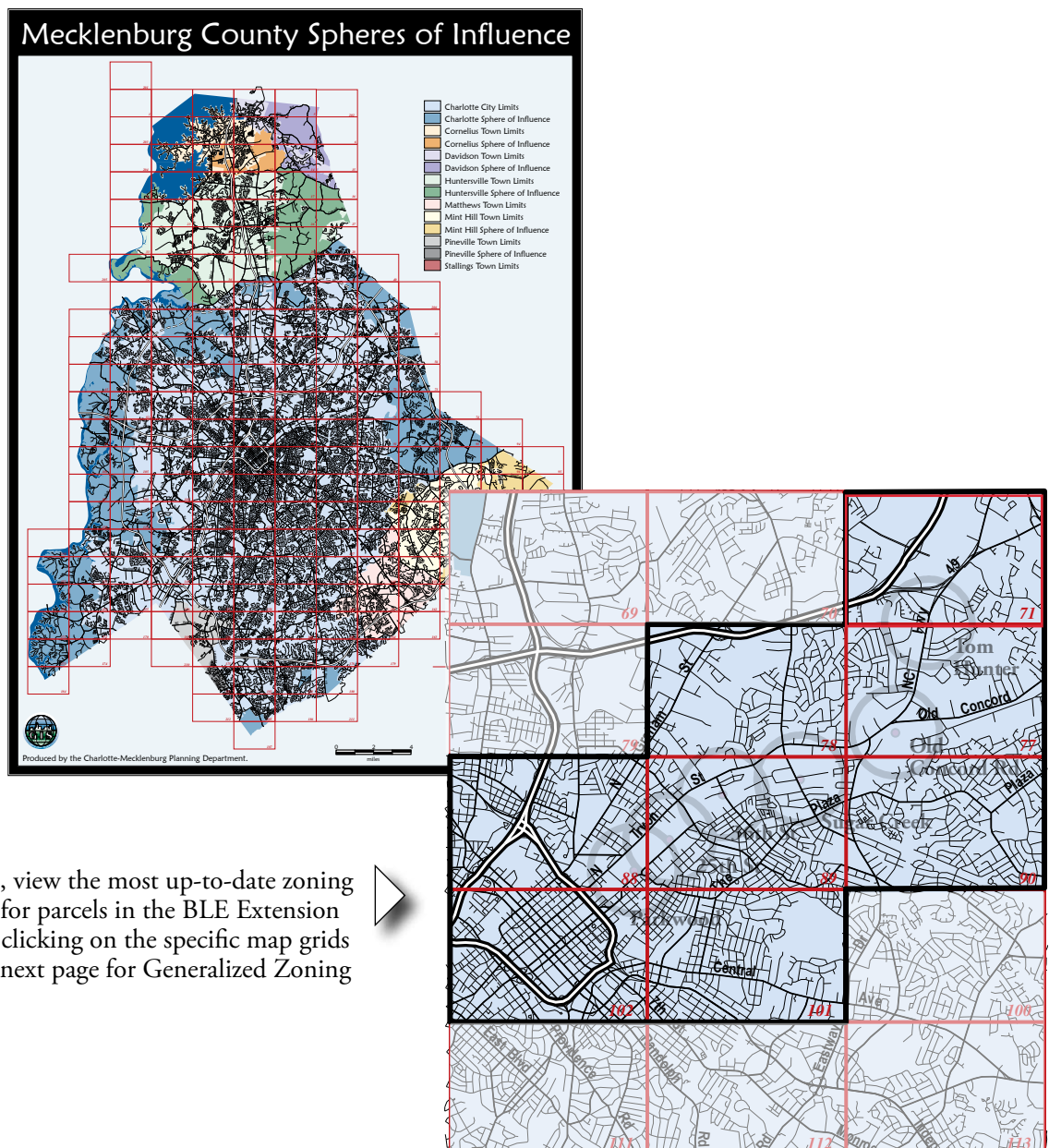
## Map 40: Existing Zoning

### Zoning Map What is it?

The Zoning Maps are rectangular maps based on the NC State Plan Coordinate System that show zoning designation for property. The numbering system starts in the northern part of Mecklenburg County and ends in the southern part of the County. There are 145 Zoning Maps. (not all Zoning Map Numbers are within the City of Charlotte's Zoning jurisdiction) Zoning Maps for property within Charlotte zoning jurisdiction are updated after the Charlotte City Council approves a Rezoning Petition.

Visit our website at

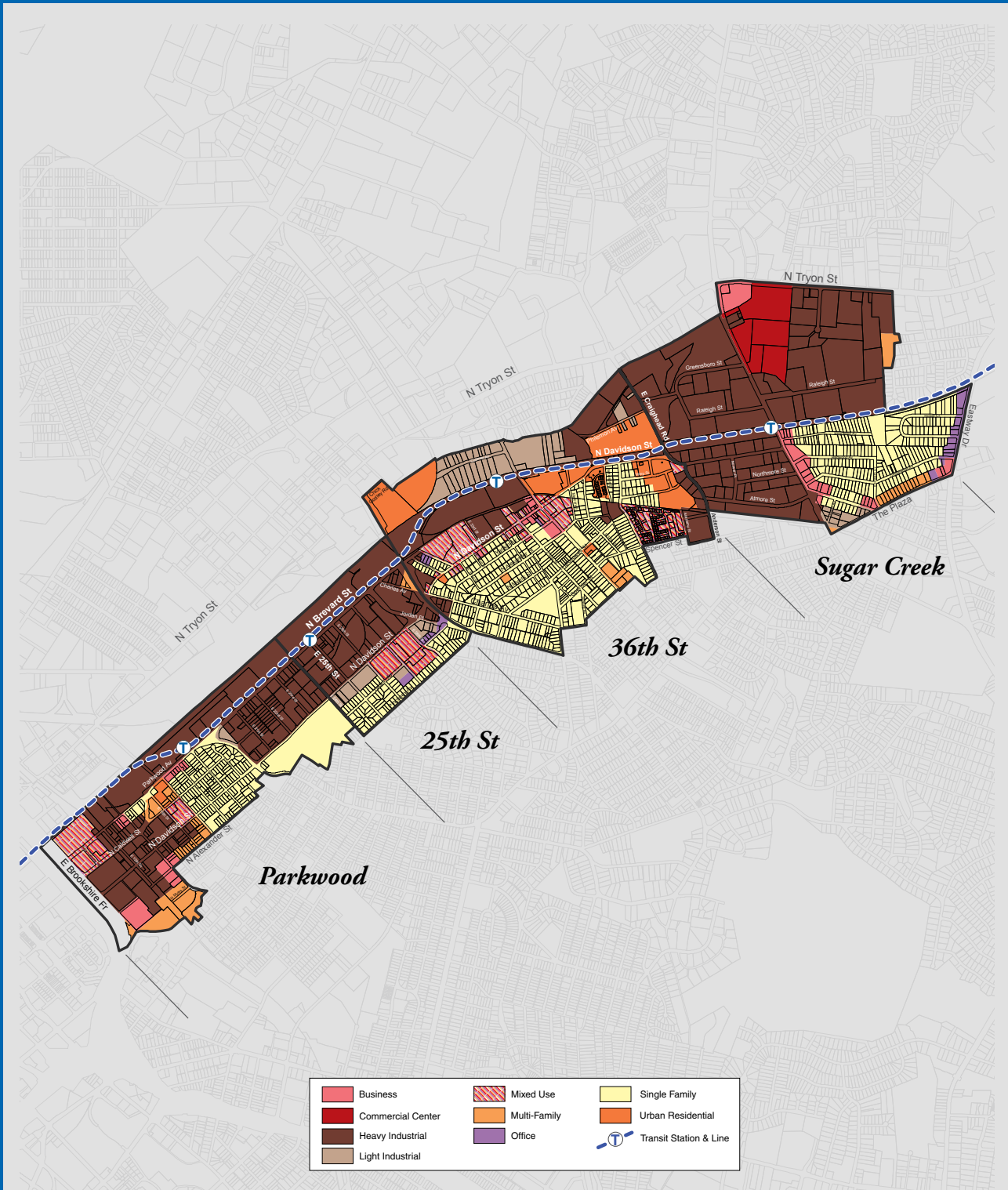
<http://charmeck.org/city/charlotte/planning/Rezoning/Pages/ZoningMaps.aspx>



When online, view the most up-to-date zoning classification for parcels in the BLE Extension plan area, by clicking on the specific map grids at right. See next page for Generalized Zoning Map.

# Map 41a: Generalized Zoning

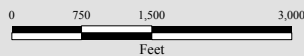
# Urban Stations



|                   |              |                        |
|-------------------|--------------|------------------------|
| Business          | Mixed Use    | Single Family          |
| Commercial Center | Multi-Family | Urban Residential      |
| Heavy Industrial  | Office       | Transit Station & Line |
| Light Industrial  |              |                        |



Prepared by the Charlotte-Mecklenburg Planning Department.

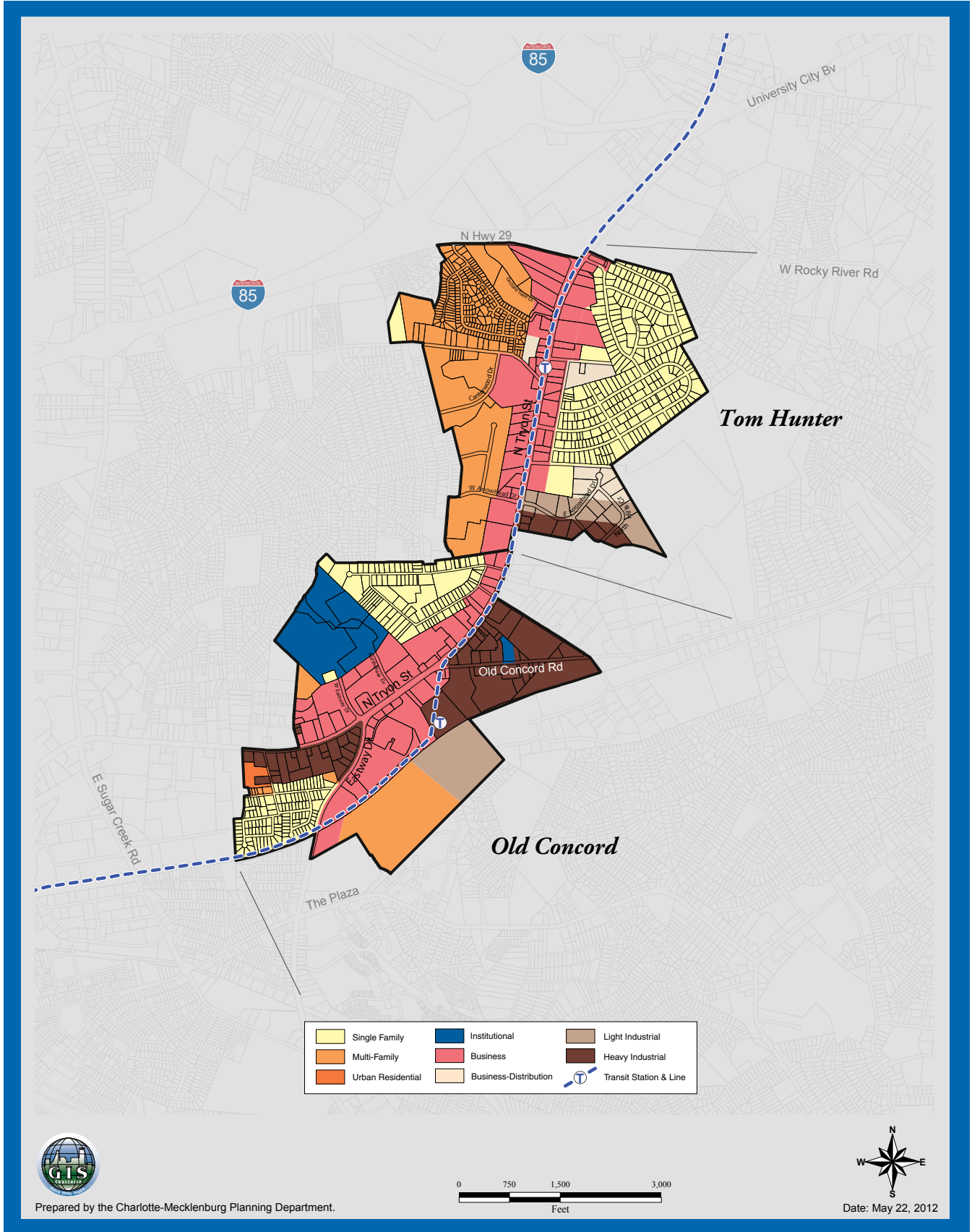


Date: May 14, 2012



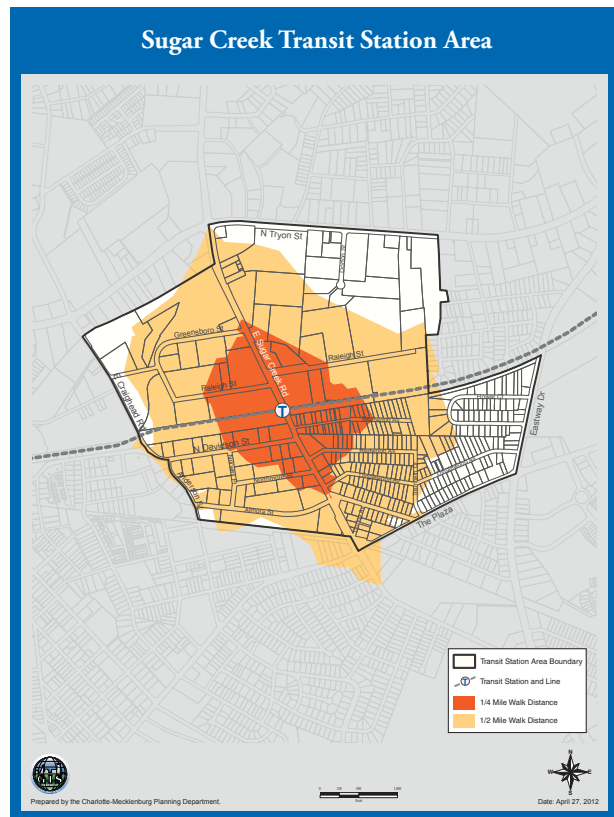
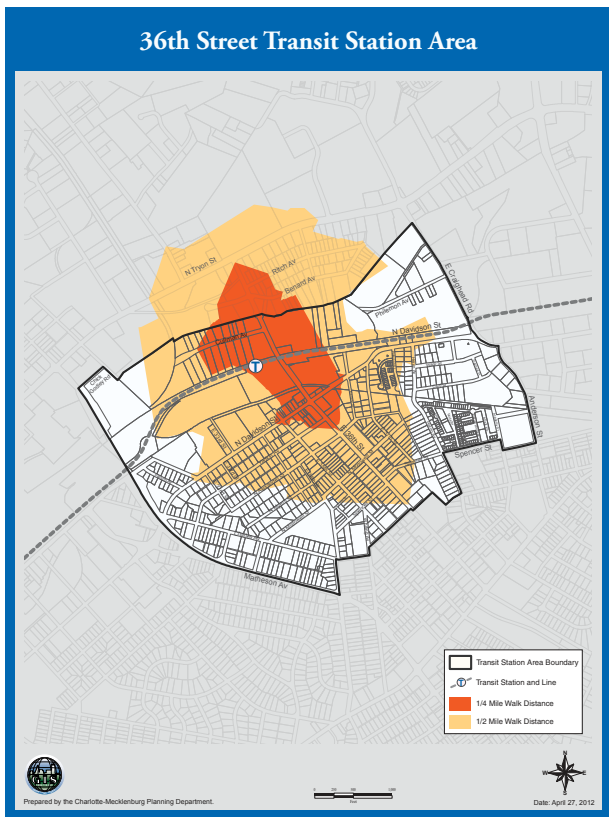
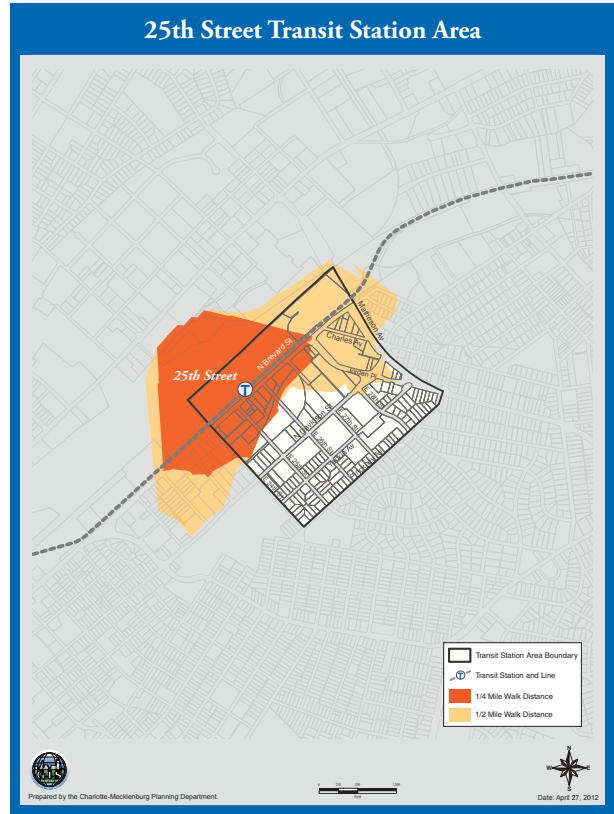
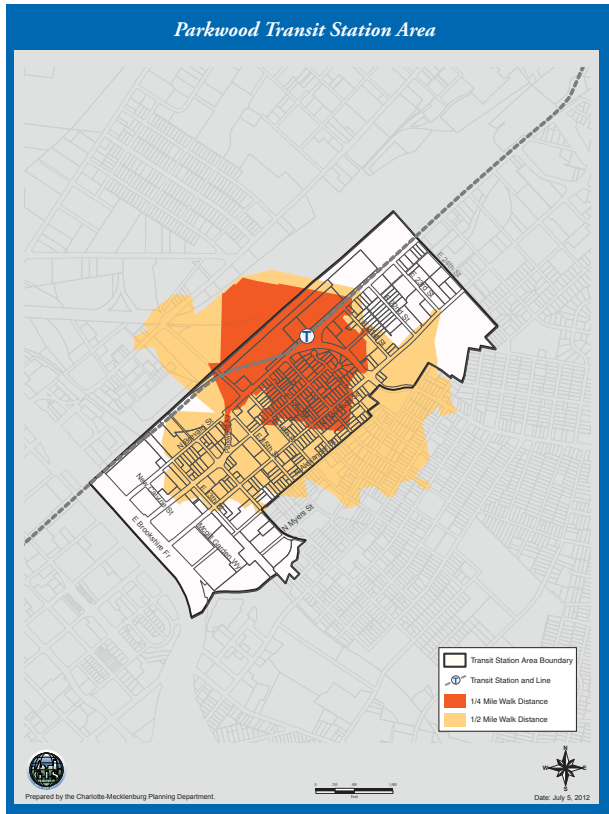
# Map 41b: Generalized Zoning

# Suburban Stations

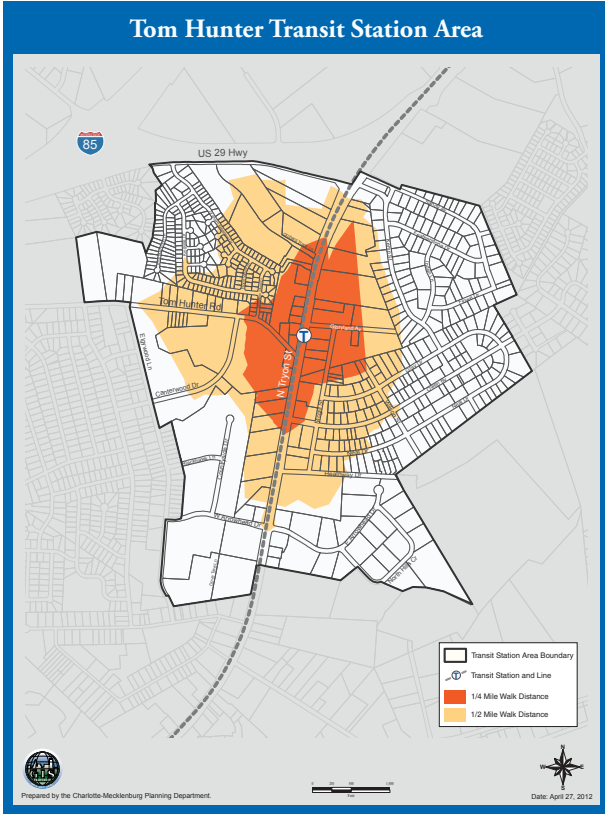
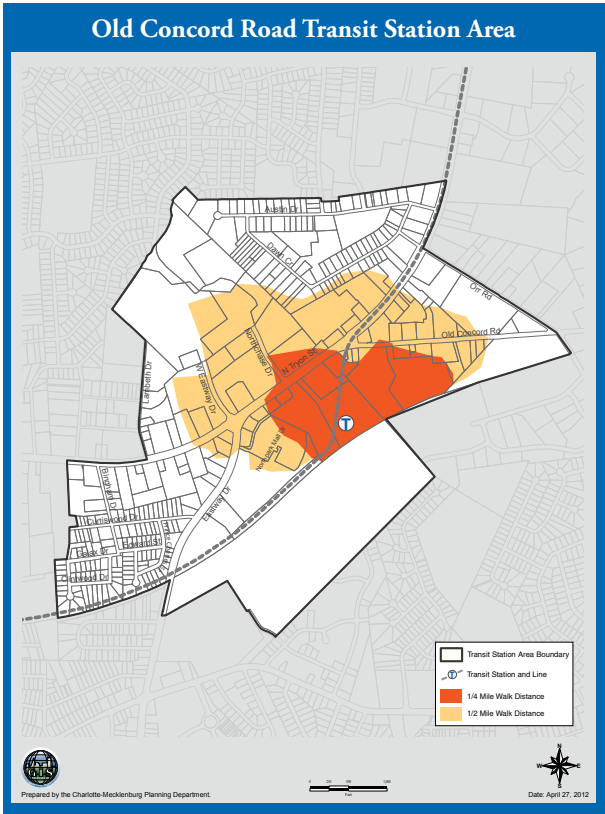


# Map 42a: 1/2 & 1/4 Mile Walk Distances

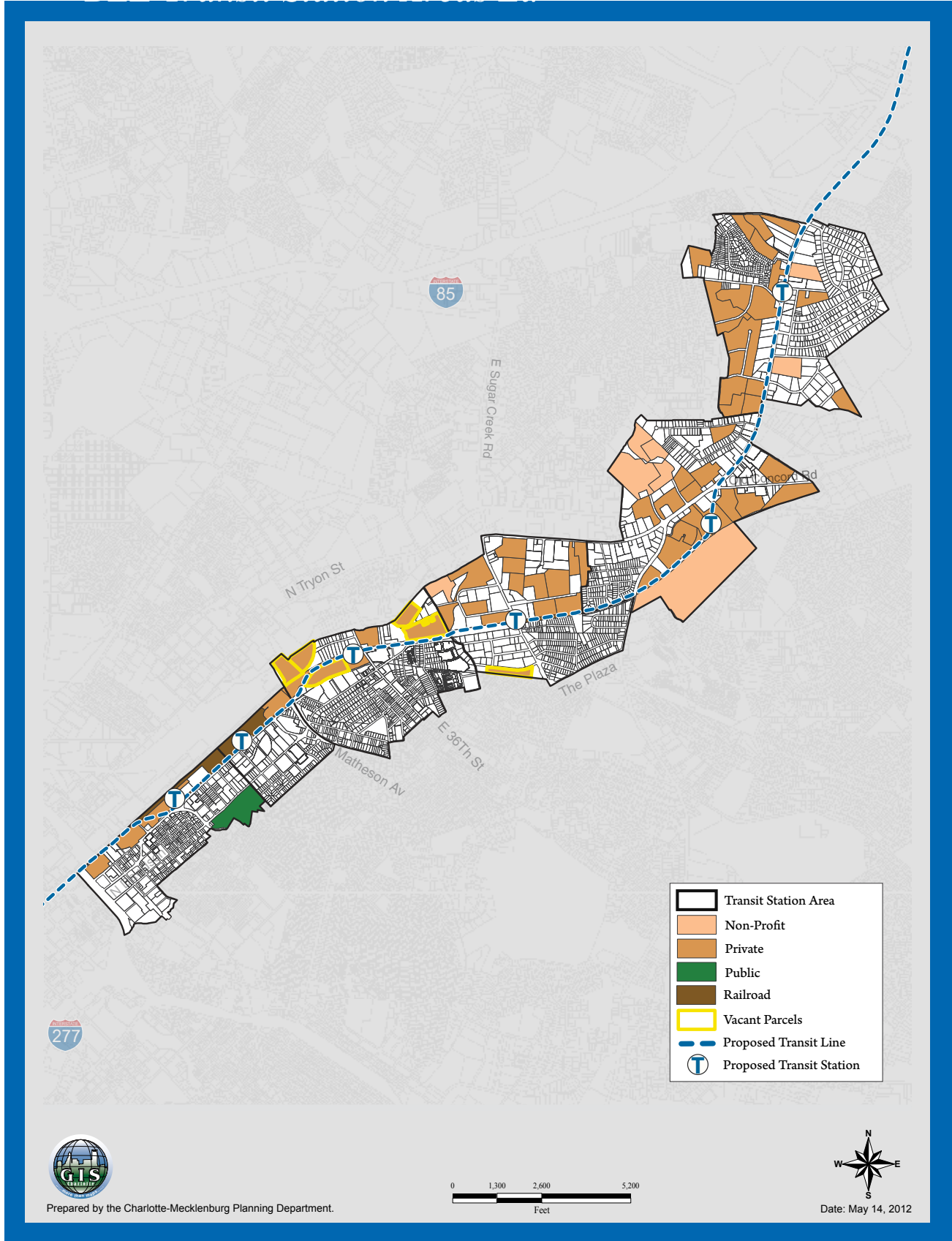
# Urban Stations



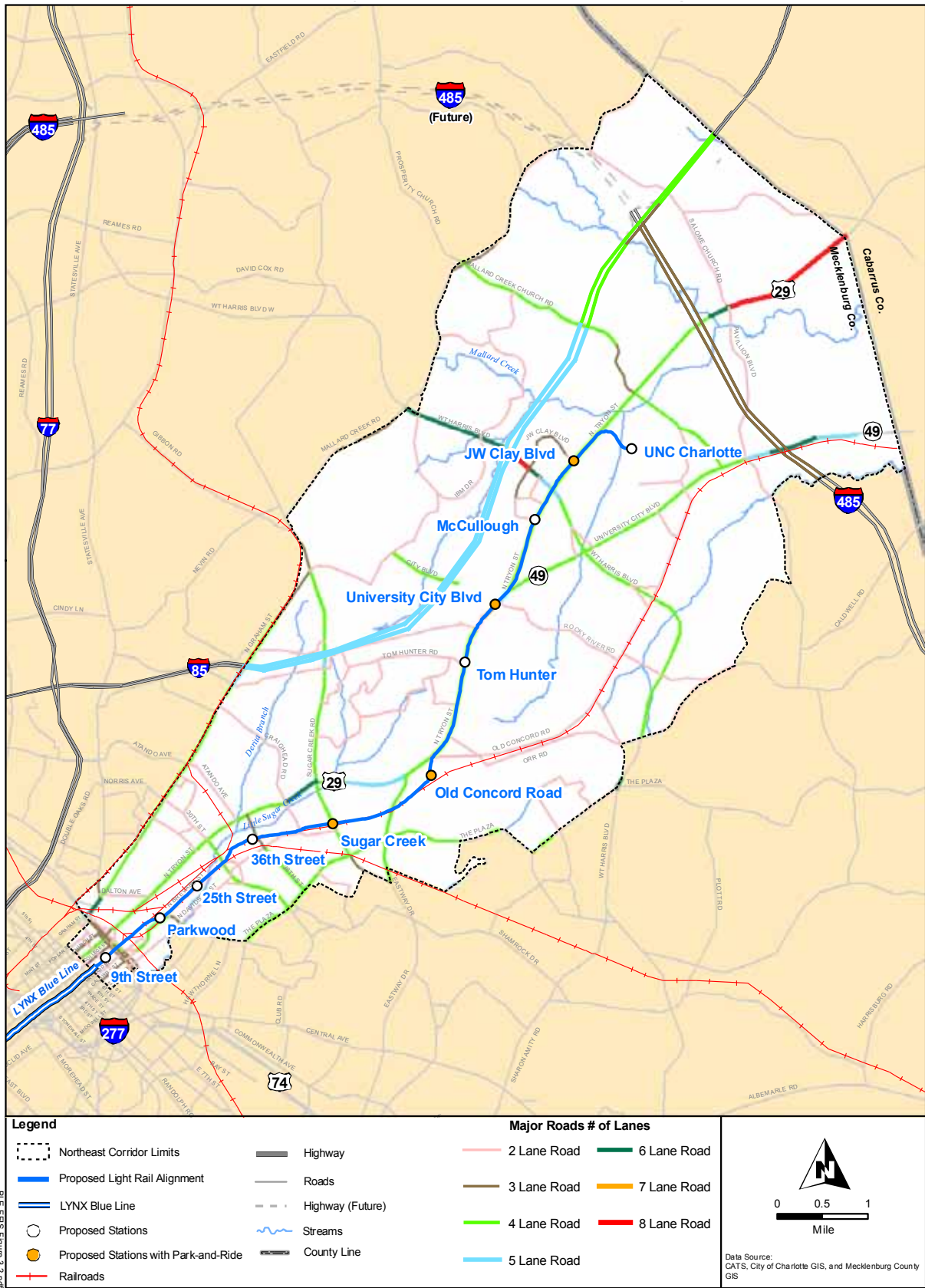
# Map 42b: 1/2 & 1/4 Mile Walk Distances Suburban Stations



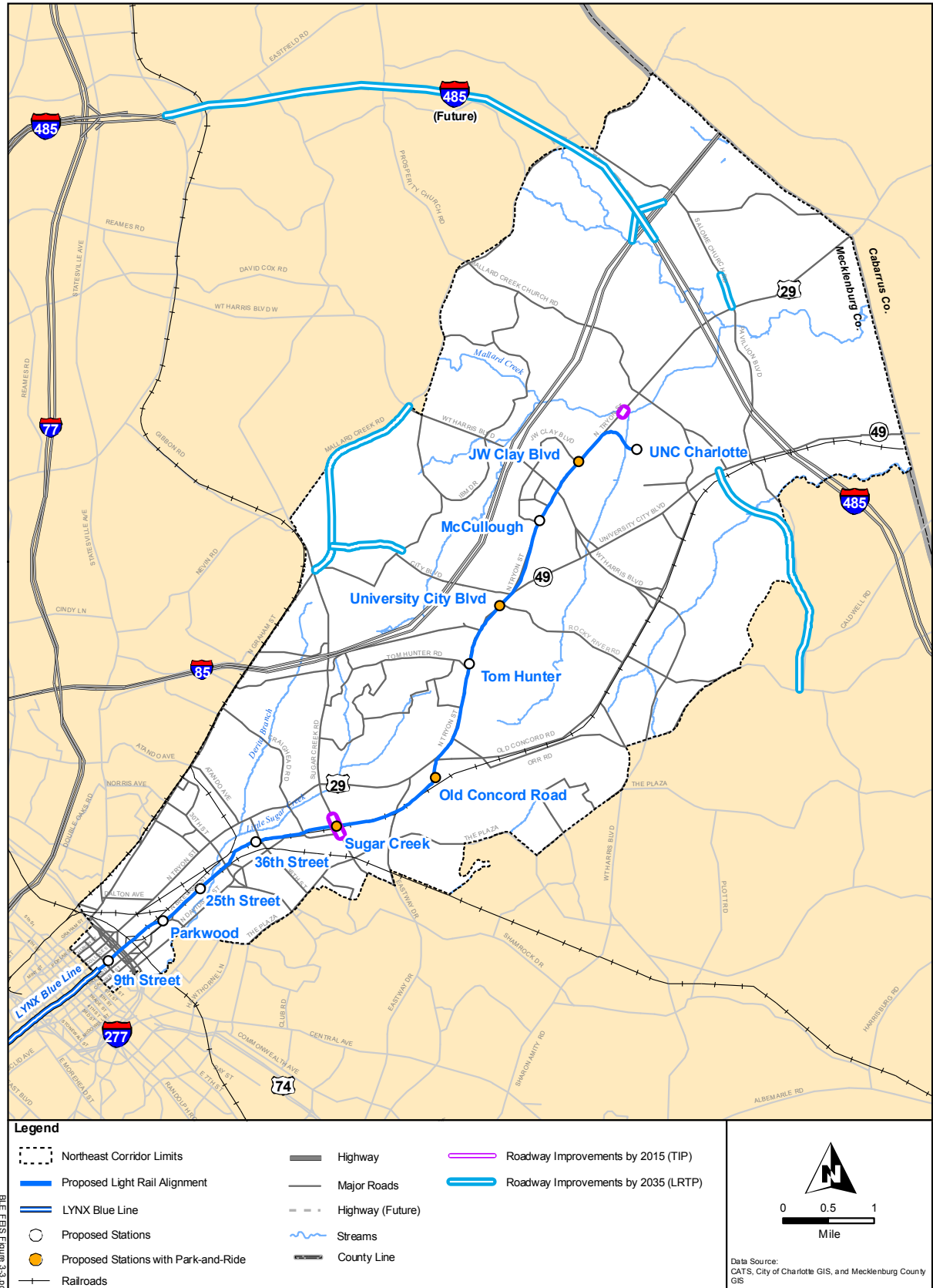
# Map 43: Redevelopment Potential of Large Parcels



# Map 44: Street Network/Classifications



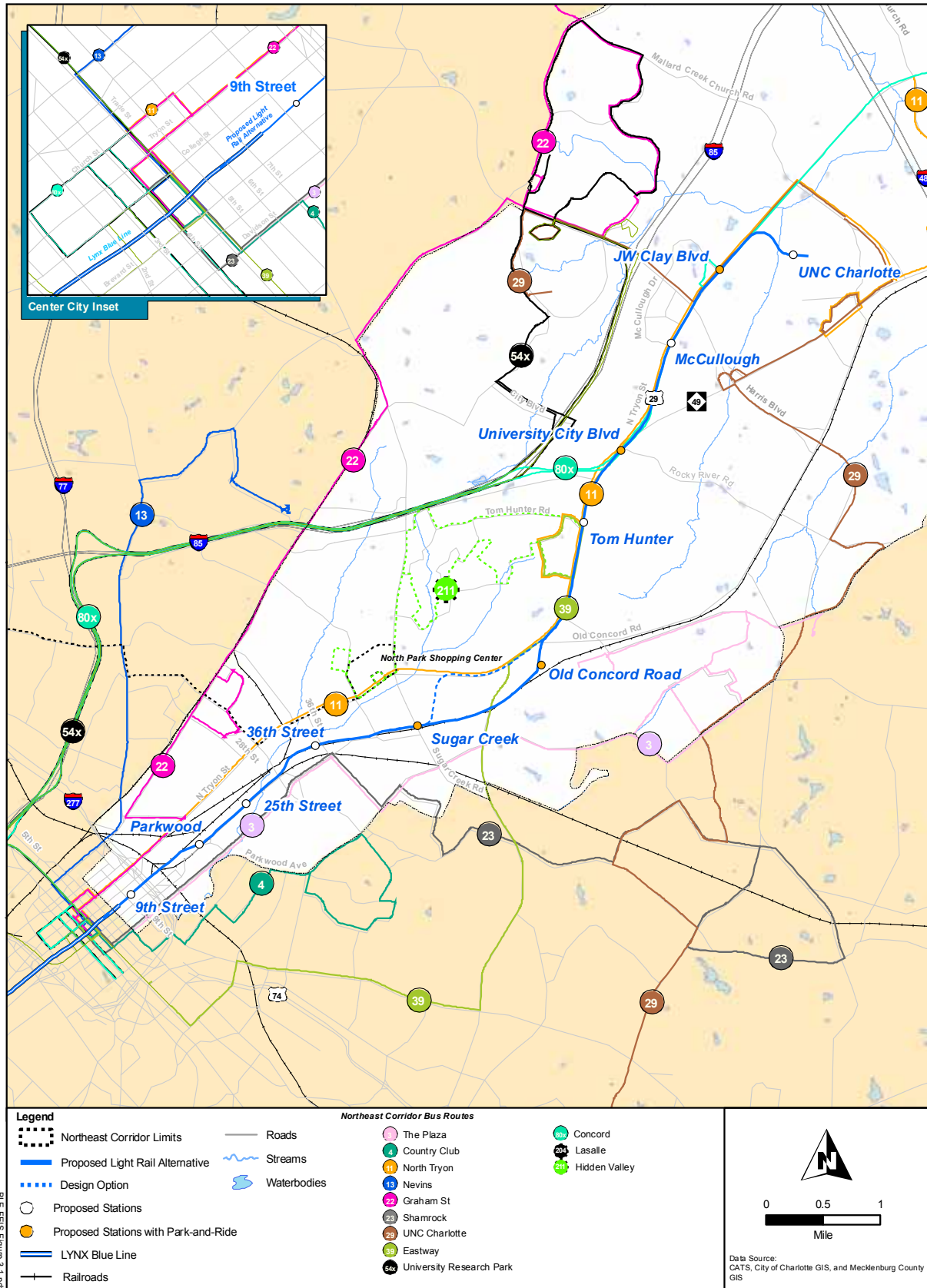
# Map 45: Planned and Programed Projects



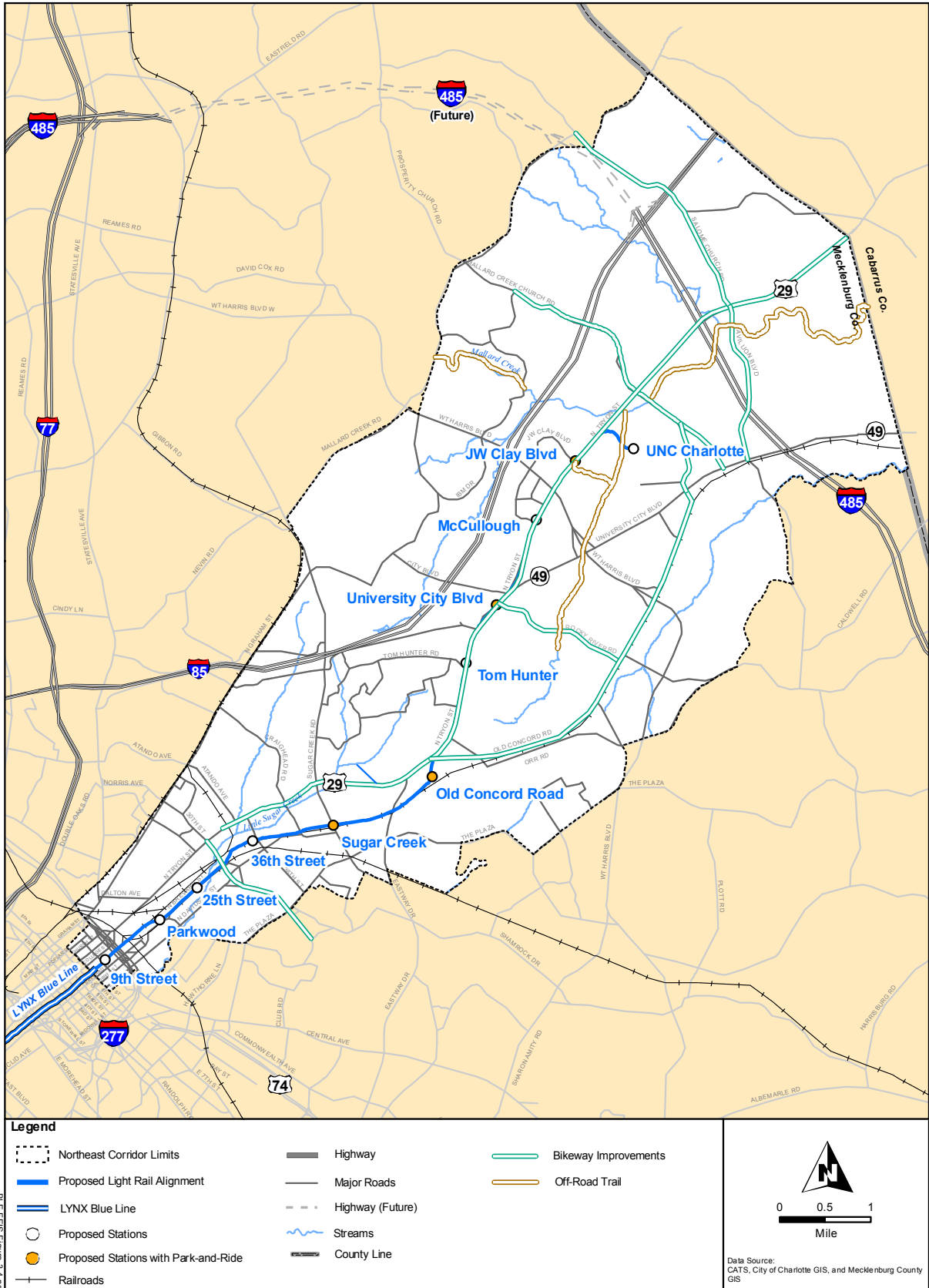
BLE FBS Figure 3-9.pdf

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# Map 46: Existing Bus Network



# Map 47: Bikeways









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