

B R Y A N T P A R K

L a n d U s e & S t r e e t s c a p e P l a n

Charlotte - Mecklenburg Planning Department

May 1, 2007 Draft (K4)

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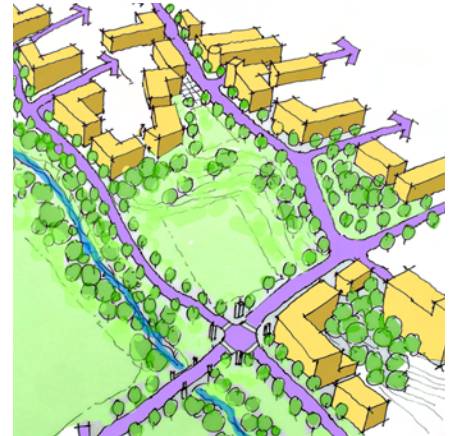
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Executive Summary

Future Text



Volume I Concept Plan

1. Introduction

Background & Purpose

The Bryant Park Land Use and Streetscape Plan defines an exciting new vision and detailed land use, transportation, urban design and other development-oriented recommendations for the district located just west of Uptown Charlotte. It outlines this vision for the area as expressed through a community process and establishes principles for redevelopment and infrastructure investments.

The Bryant Park study area, shown on Map 1, is a part of Charlotte's West Transit corridor with a future transit route running along West Morehead Street and Wilkinson Boulevard. The West Corridor extends about 12 miles from Uptown Charlotte to the Catawba River. In the long term, it is anticipated that a streetcar system will serve this route. In the short term, an enhanced bus system is proposed for the route, with the expectation that the area will increase in density to support financing and construction of such a streetcar system.

The study area includes a large number of industrial and warehouse properties which were once thriving. However, with age and changes in technology, many of these properties are no longer used for intense warehousing or industrial uses. Surrounding the aging industrial property are a number of older residential areas whose circumstances could be improved significantly by area revitalization.

Recently, there has been increasing market interest in the study area, and increasing excitement over the opportunities for area revitalization that this presents. The City has been receiving rezoning requests to allow for a variety of residential, commercial, office, and other uses on industrially zoned land. This plan is intended to set forth a unified land use and infrastructure policy framework, and thereby to direct the redevelopment efforts in a manner that will bring maximum benefits to property owners and surrounding communities.

The plan serves several purposes:

- Serve as the future land use policy document for the study area.
- Identify the ultimate curb line, building setbacks, and streetscape requirements for new development within the Pedestrian overlay area.
- Recommend possible public infrastructure and transportation investments in the study area.

Pedestrian Overlay

A portion of the study area is proposed to be included in a Pedestrian Overlay (PED) zoning district. Within the designated PED area, this plan also will identify an "ultimate" curb line for the street, as well as building setbacks and streetscape requirements for new development.

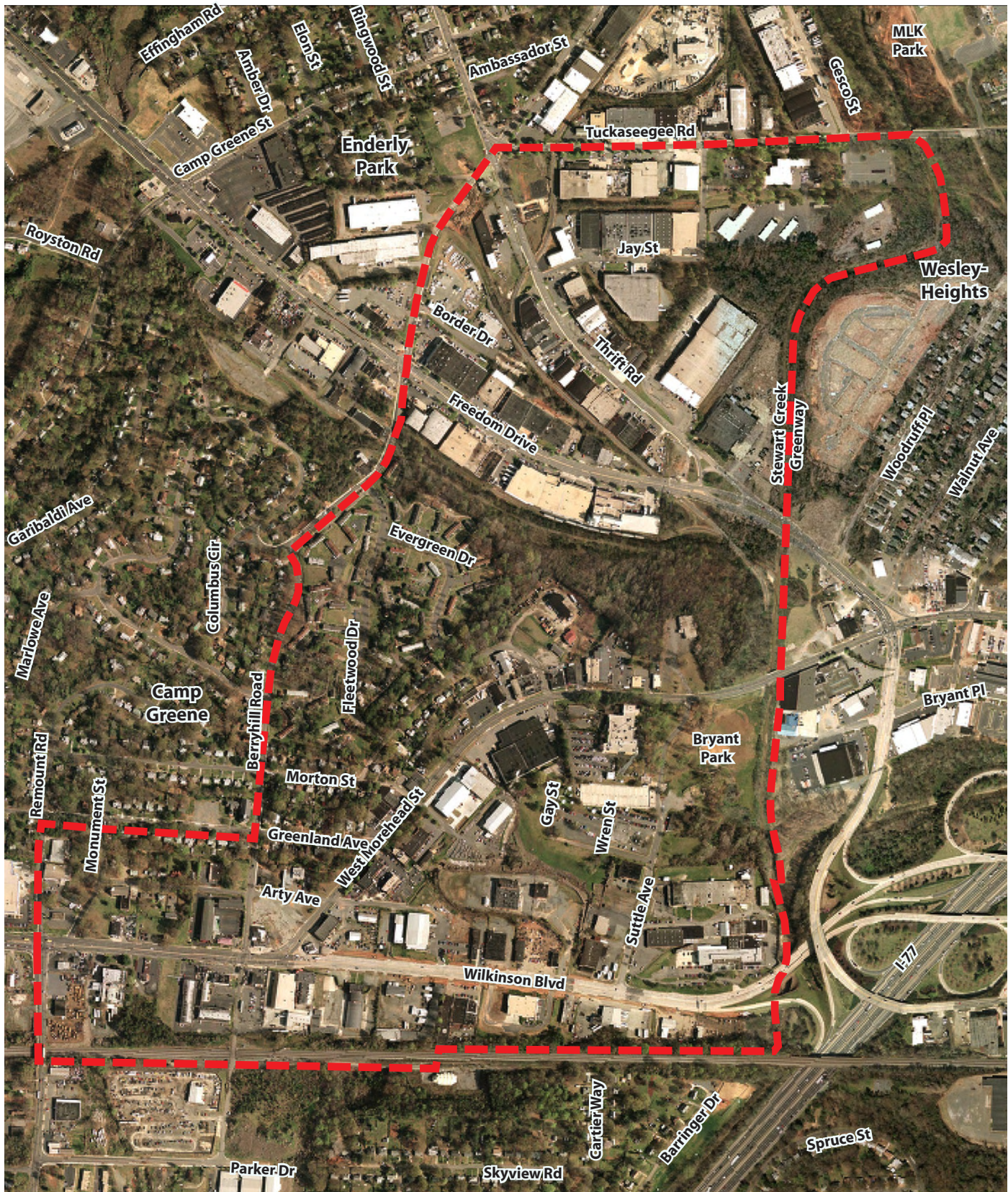
An overlay district superimposes additional or alternative development and urban design standards on the basic underlying zoning. In general, overlay districts do not alter land uses allowed in the underlying zoning district.

The provisions of the Pedestrian Overlay zoning district require adoption of a Pedscape or Streetscape plan prior to approval of a PED rezoning, and this plan fulfills that purpose. A PED rezoning application is anticipated as a follow-up action to this plan. This plan also serves as the official streetscape plan for other urban zoning districts that may be applied within the area.

The Process

The development of this plan included a public involvement process that guided the planning and design effort. This process included:

- Individual stakeholder interviews with property owners, developers, business owners, area residents, and city agencies.
- A public kick-off visioning session (September 21, 2006). This session provided an overview of the study area and purpose and included a "public brainstorming" exercise that documented key values and concerns.
- A public design workshop (October 24 – 26, 2006). This multi-day workshop was conducted in an open house format, during which the project team developed concepts while continuing to meet with the public. This workshop concluded with a public presentation of the draft concepts.
- Additional meetings with various neighborhood and business association groups and individuals to discuss particular elements of the plan.



Legend

--- Study Area Boundary

0 200 800 Feet



Study Area Aerial: Map 1

INTRODUCTION

Policy Framework

A number of adopted and proposed land use and transportation plans, strategies and tools have implications for the Bryant Park Area and have been taken into consideration in developing this plan.

Centers, Corridors and Wedges Strategy

Charlotte City Council and the Mecklenburg County Board of Commissioners adopted the Centers, Corridors and Wedges Growth Framework in 1994 as the primary growth management strategy for the community. It is designed to: 1) focus higher intensity development and redevelopment along five major transportation corridors and in associated centers, and 2) concentrate low to medium density residential development in the large areas or “wedges” between the corridors.

An update of the Centers, Corridors and Wedges Framework is expected to be adopted in 2007 and will focus on strengthening the relationship between land use and transportation and identifying targets to measure the success of the framework over time. This growth strategy is particularly important for Bryant Park, located at a critical point near the Center City in the West Corridor. Opportunities for intensification and mixing of uses will serve to support the proposed West Corridor streetcar line.

General Development Policies

Adopted in 2003, the *General Development Policies* (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Many of the residential and mixed/multi-use center recommendations within the Bryant Park Plan are based on adopted GDP policies.

This plan establishes specific land use and design guidance for residential and non-residential development. As such, these plan-specific, adopted policies augment the GDP design guidelines.

The *Transit Station Area Principles* (2001) are another component of the GDP and were used as the basis for more refined land use and design recommendations within the portion of the Bryant Park area along the streetcar line.

Adopted Land Use Plans

The *Central District Plan* (1993) serves as the primary Council adopted land use plan for the Bryant Park area.

The *Westside Strategic Plan* (2000) and *West Morehead Corridor Vision and Concept Plan* (2001) dealt with portions of the area, updating the *Central District Plan* recommendations. Also, once a rezoning petition that is inconsistent with the adopted land use plan is approved, that rezoning amends the adopted land use plan.

Once adopted, this plan will update the Central District Plan for the Bryant Park study area.

Transportation Action Plan

The *Transportation Action Plan* (TAP) (adopted by City Council in 2006) is the City's comprehensive transportation plan that outlines policies and implementation strategies to achieve the City's transportation goals. The TAP addresses street improvements for motor vehicles, transit riders, bicyclists, and pedestrians. This plan was used as the foundation for developing the transportation goals and recommendations for the Bryant Park area.

Urban Street Design Guidelines

The Draft *Urban Street Design Guidelines* (USDG) outline a comprehensive approach to designing new and modified streets within the City. The USDG are also a key component of the Transportation Action Plan (TAP, 2006). They were used in developing this plan to assist with determining street classifications and cross-sections that will guide the design and redesign of City streets. The USDG also addresses integrating land use and transportation in an effort to avoid conflicts between land uses and streets that can result in poorly planned growth.

2030 Corridor System Plan

In 2006, the Metropolitan Transit Commission (MTC) approved the 2030 Corridor System Plan, which set the foundation for future rapid transit in Mecklenburg County. The West Corridor, which traverses through the Bryant Park area, is designated for a future streetcar system. Recognizing that densities in the corridor are not sufficient to support such a system in the near term, the system plan calls for land use policies to increase densities and improve ridership for such a system in the future. It also calls for an enhanced “rapid bus” system from Center City to the airport as an interim transit enhancement.

2. Existing Conditions

This section provides a snapshot of the context for the study area and provides an insight into the residential, cultural (parks and historic places) and industrial character that makes up the study area.

Residential Character

Although much of the study area is largely industrial, it is surrounded by residential neighborhoods: Camp Greene to the west, Enderly Park to the northwest, and Wesley Heights to the northeast.

Most of the housing stock in the area was built in the early to mid 1900s. Enderly Park and Wesley Heights, both built in the 1920s and 1940s, are fairly stable neighborhoods.

The Camp Greene neighborhood, located just west of the study area, has experienced some disinvestment over the years. However, there has been renewed interest in neighborhood redevelopment. This is largely a result of the neighborhood's proximity to the Center City and to major transportation corridors, in addition to the redevelopment of surrounding areas.

The Westwood Apartments property is planned for redevelopment and could likely be a catalyst for resurgence in the quality and character of the neighborhood.

The area in general is also witnessing newer and slightly higher density housing development. Lela Court in the Wesley Heights neighborhood area is one such town-home style development. There is anticipation that mixed use developments including residential and retail will continue to replace some of the vacant warehouse properties in the study area.



Stable Residential neighborhoods of Enderly Park and Wesley Heights.



Multi-family about to be redeveloped into new higher intensity residential neighborhoods.



New Residential - Lela Court.

Industrial Character

The West Morehead Street area and areas along Freedom Drive, Thrift Road and Wilkinson Boulevard were all originally developed for industrial use. Light industries and warehouses dominate the study area today with many active warehouse properties located along Freedom Drive and Thrift Road.

Many of the industrial structures are outdated and do not meet today's standard for industrial and warehousing use (i.e. low floor to ceiling heights). Nonetheless, the existing buildings are fully occupied, and viable within its niche of regional distribution for building trades: mechanical/ electrical/ plumbing/ furniture.

The Wesley Village site was until recently occupied by warehouse/industrial use. It is under redevelopment for mixed use residential, office, and commercial. Its location adjacent to a stream under development as a county greenway has added to the impetus for residential use to move into this industrial area. Over time, as conditions shift, it is possible that mixed use and residential uses may outbid for the area, gradually replacing existing industrial properties.

Environment

Tree Cover

The study area is largely a built-out industrial area. Existing tree cover is primarily found on the vacant parcels within the study area; along the Stewart Creek Greenway; on the Westwood Apartments site currently undergoing redevelopment; and on single-family properties along the area perimeter.

Topography

Significant grade changes and steep slopes exist along Stewart Creek and its westward tributary, commonly called the Camp Greene Connector. There are pockets of moderate slopes on both sides of West Morehead Street. There are also floodplain areas along the creek and connector.



Old Industrial/warehouse properties along Thrift Road.



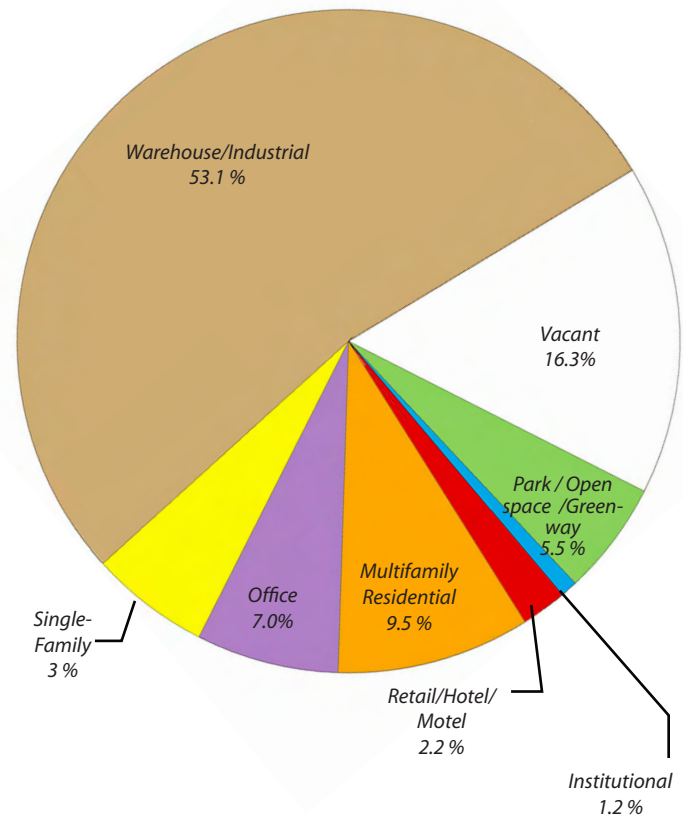
Existing Land Use

Map 2 shows the existing land use for the study area. Key highlights of the land use distribution include the following:

- 53% of the study area is occupied by industrial or warehouse properties.
- 16% of the land in the study area is vacant.
- Parks, open space and greenways account for over 5% of the total study area. Bryant Park and the Stewart Creek greenway are the key open space components.
- The recently demolished multi-family (the Westwood Apartments) accounts for about 9% of the study area.

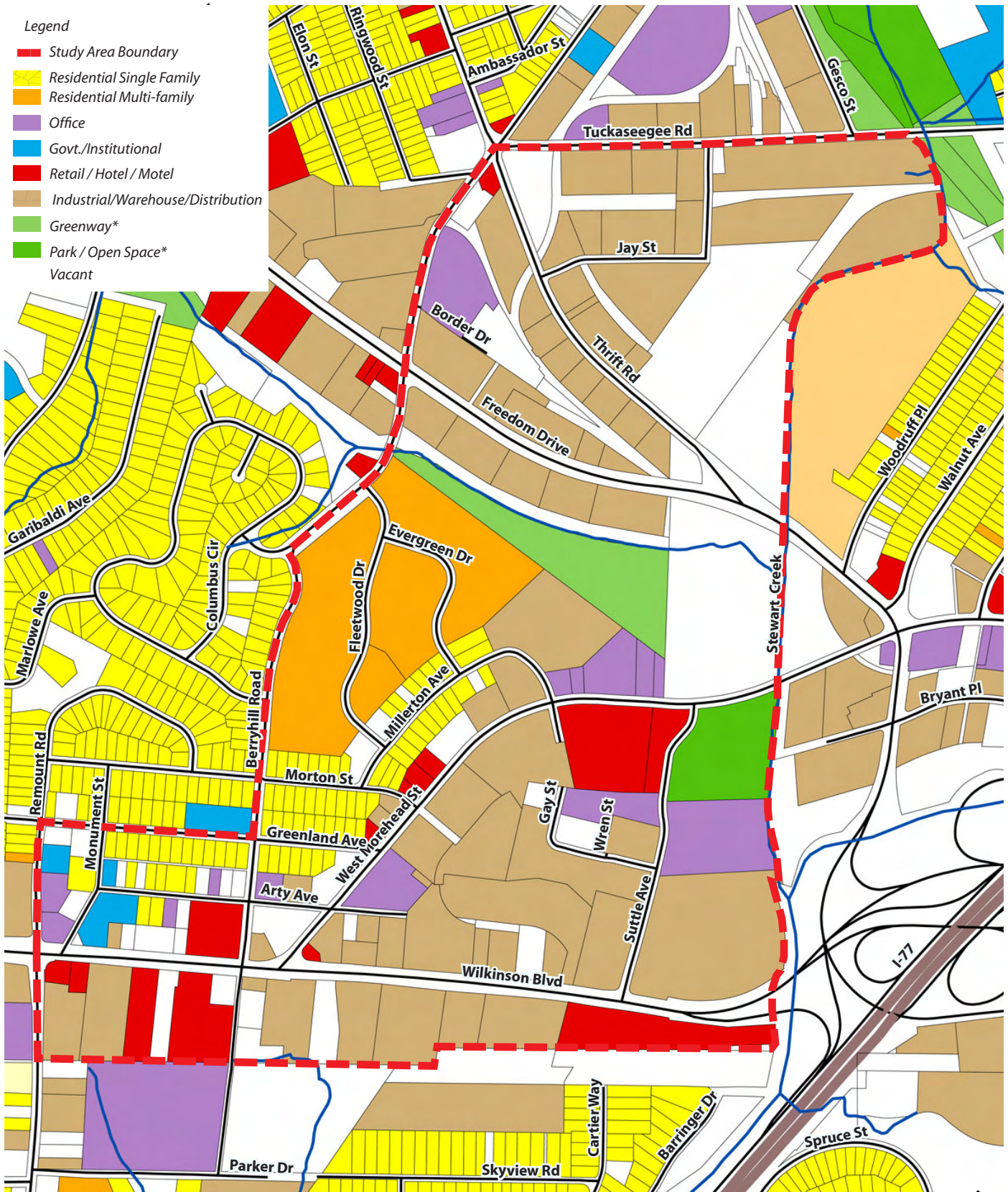
Existing Land Use Summary Table

Land Use	Land Area in Acres	% Distribution of Land Uses within Study Area
Retail/Hotel/Motel	6.5	2.2%
Multi-Family	28.5	9.5%
Office	21.0	7.0%
Single Family	17.2	5.7%
Warehouse/Industrial	159.7	53.1%
Vacant	48.9	16.3%
Park/Open Space / Greenway	16.5	5.5%
Institutional	2.3	0.8%
Total	300.6	100%



Legend

- Study Area Boundary
- Residential Single Family
- Residential Multi-family
- Office
- Govt./Institutional
- Retail / Hotel / Motel
- Industrial/Warehouse/Distribution
- Greenway*
- Park / Open Space*
- Vacant



Existing Land Use: Map 2

EXISTING CONDITIONS

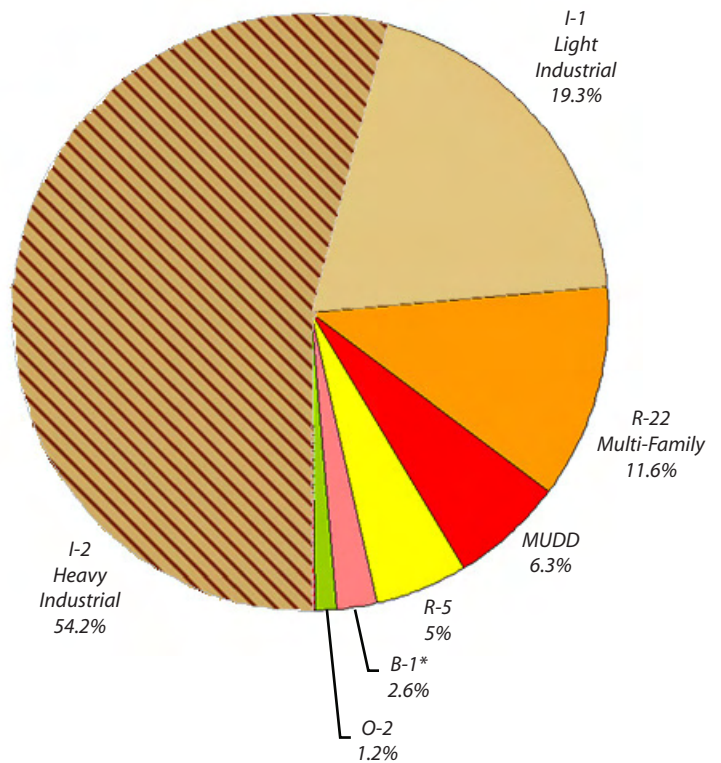
Existing Zoning

Map 3 shows existing zoning for the study area. Key highlights of the zoning within the study area are:

- Nearly 74% of the land within the study area is zoned for Heavy and Light Industrial use. These zoning classifications include warehouse uses.
- 12% of the land is zoned for multi-family high density residential at 22 dwellings per acre. This is primarily the Westwood Apartments site, recently cleared for new development
- 6% of the land is currently zoned for Mixed Use Development (MUDD). This is a relatively recent rezoning for the Wesley Village project.

Zoning Summary Table

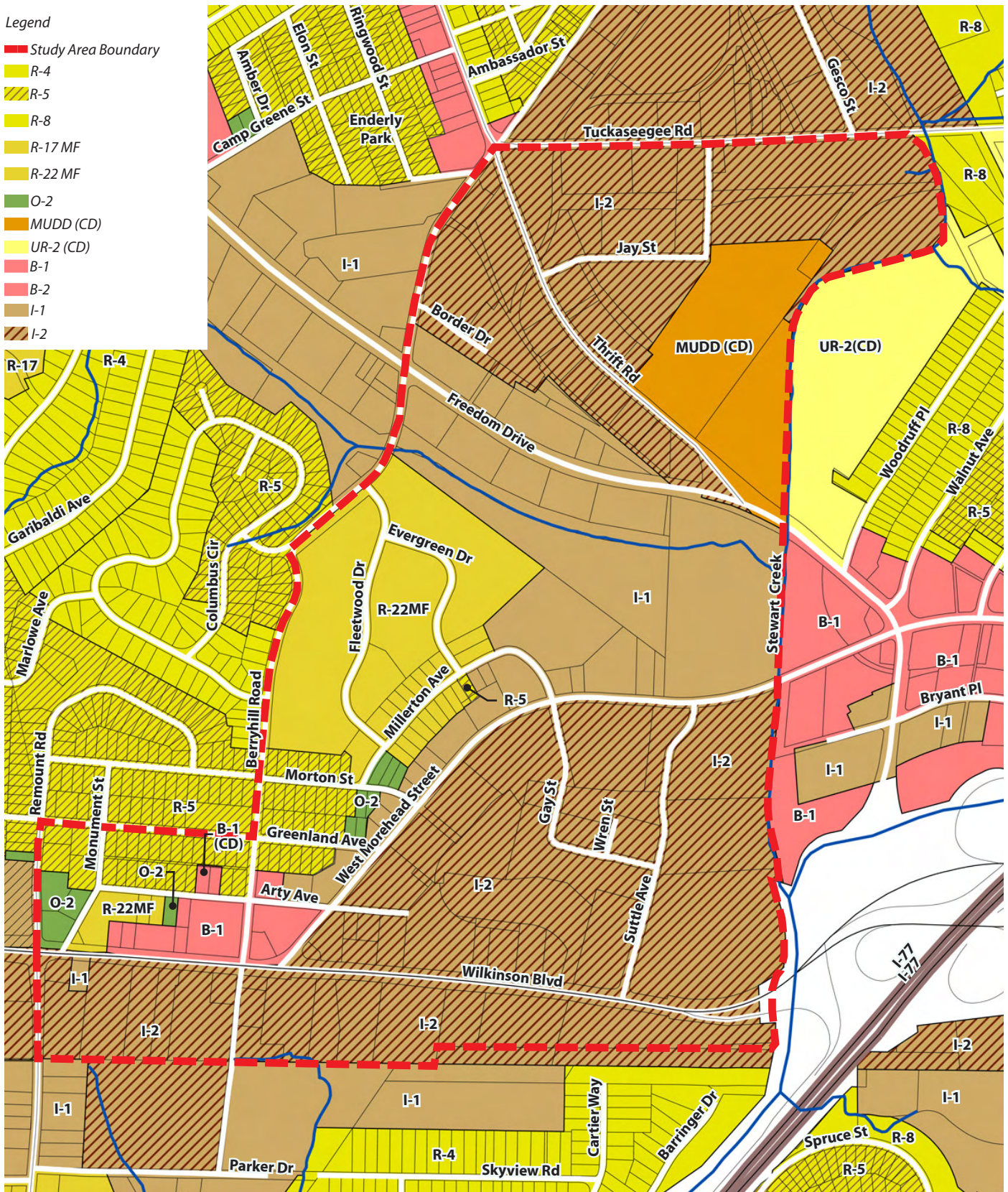
Zoning Designations	Land Area in Acres	% Distribution within study area
I-2	195.7	54.2%
I-1	69.7	19.3%
R-22MF	41.9	11.6%
MUDD(CD)	22.7	6.3%
R-5	17.4	4.8%
B-1	8.5	2.4%
O-2	4.4	1.2%
B-1(CD)	0.6	0.2%
Total	360.8	100%



*Includes B-1 CD

Legend

- Study Area Boundary
- R-4
- R-5
- R-8
- R-17 MF
- R-22 MF
- O-2
- MUDD (CD)
- UR-2 (CD)
- B-1
- B-2
- I-1
- I-2



0 200 800 Feet



Current Zoning: Map 3

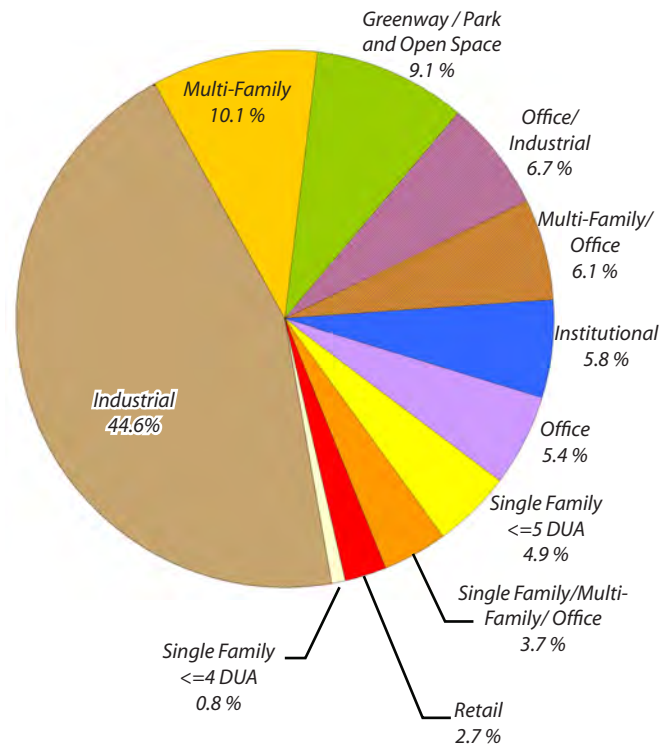
EXISTING CONDITIONS

Adopted Future Land Use

Map 4 shows the currently adopted future land use for the study area. This comes primarily from the *Central District Plan* (1993). The *Westside Strategic Plan* (2000) and *West Morehead Corridor Vision and Concept Plan* (2001) dealt with portions of the area adjoining the subject site, updating some *Central District Plan* recommendations. Also, once a rezoning petition that is inconsistent with the adopted land use plan has been approved, that rezoning amends the adopted land use plan.

Key highlights of this proposed plan are:

- About 45% land in the study area is proposed as industrial and an additional 7% is allocated for industrial/office uses.
- 10% of the study area is designated as multi-family - primarily the Westwood Apartments property recently demolished for redevelopment.
- Greenways, parks and open space occupy about 9% of the total study area in the adopted future land use plan. This includes Bryant Park and the future expansion of the Stewart Creek greenway.
- Mixture of uses incorporating single or multi-family and office uses together account for nearly 10% of the total study area. These developments are shown on the Wesley Village Redevelopment site and along West Morehead Street.

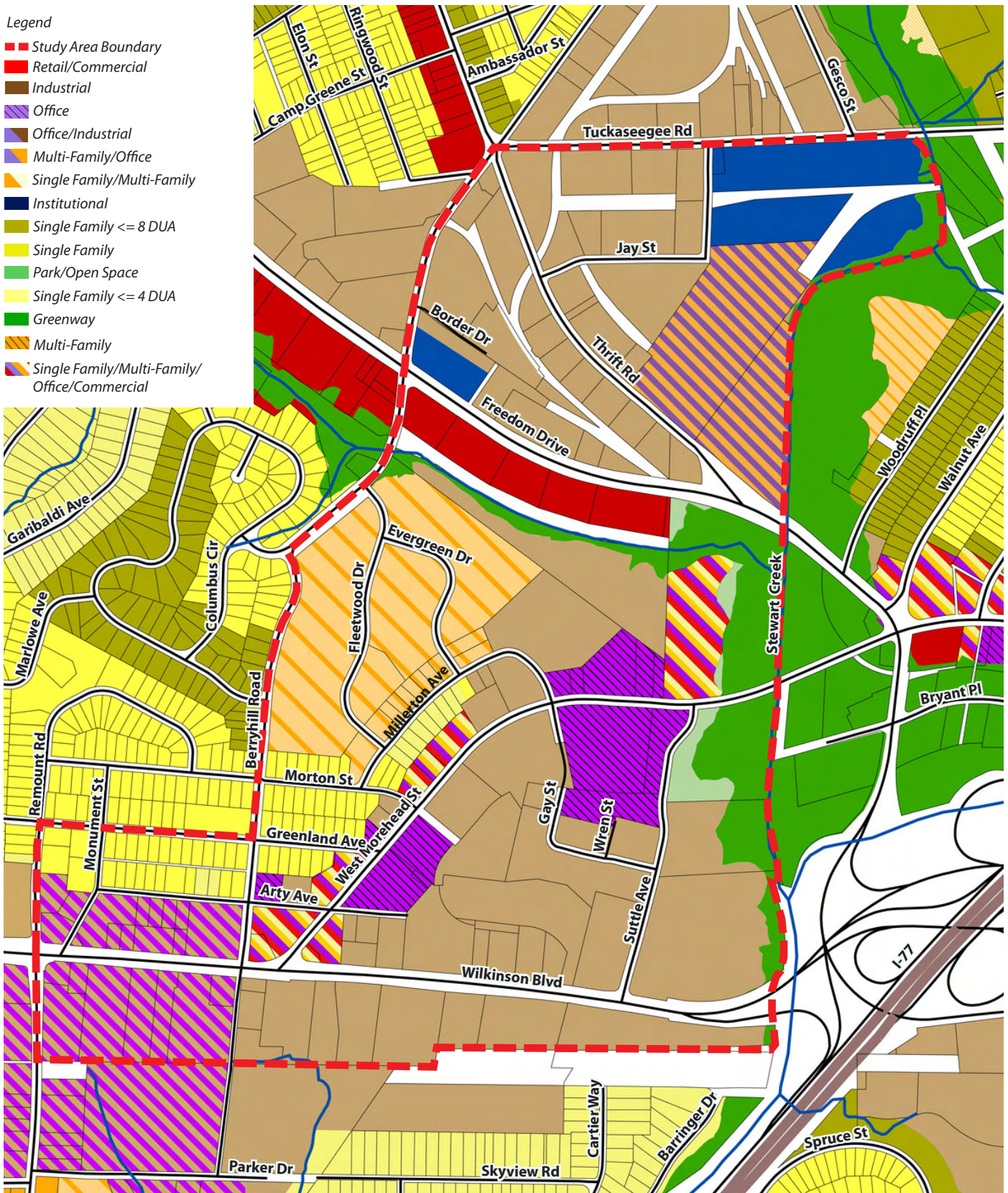


Adopted Future Land Use Summary Table

Future Land Uses	Land Area in Acres	% Distribution within the Study Area
Industrial	139.5	44.6%
Multi-Family	31.5	10.1%
Park / Open Space /Greenway	25.2	9.1%
Office/Industrial	21.1	6.7%
Multi-Family/Office	19.2	6.1%
Institutional	18.2	5.8%
Office	16.9	5.4%
Single Family <= 5 Du/Ac	15.2	4.9%
Single Family/Multi-Family/Office/Retail	11.7	3.7%
Retail	8.3	2.7%
Single Family <= 4 Du/Ac	2.5	0.8%
Total	312.5	100%

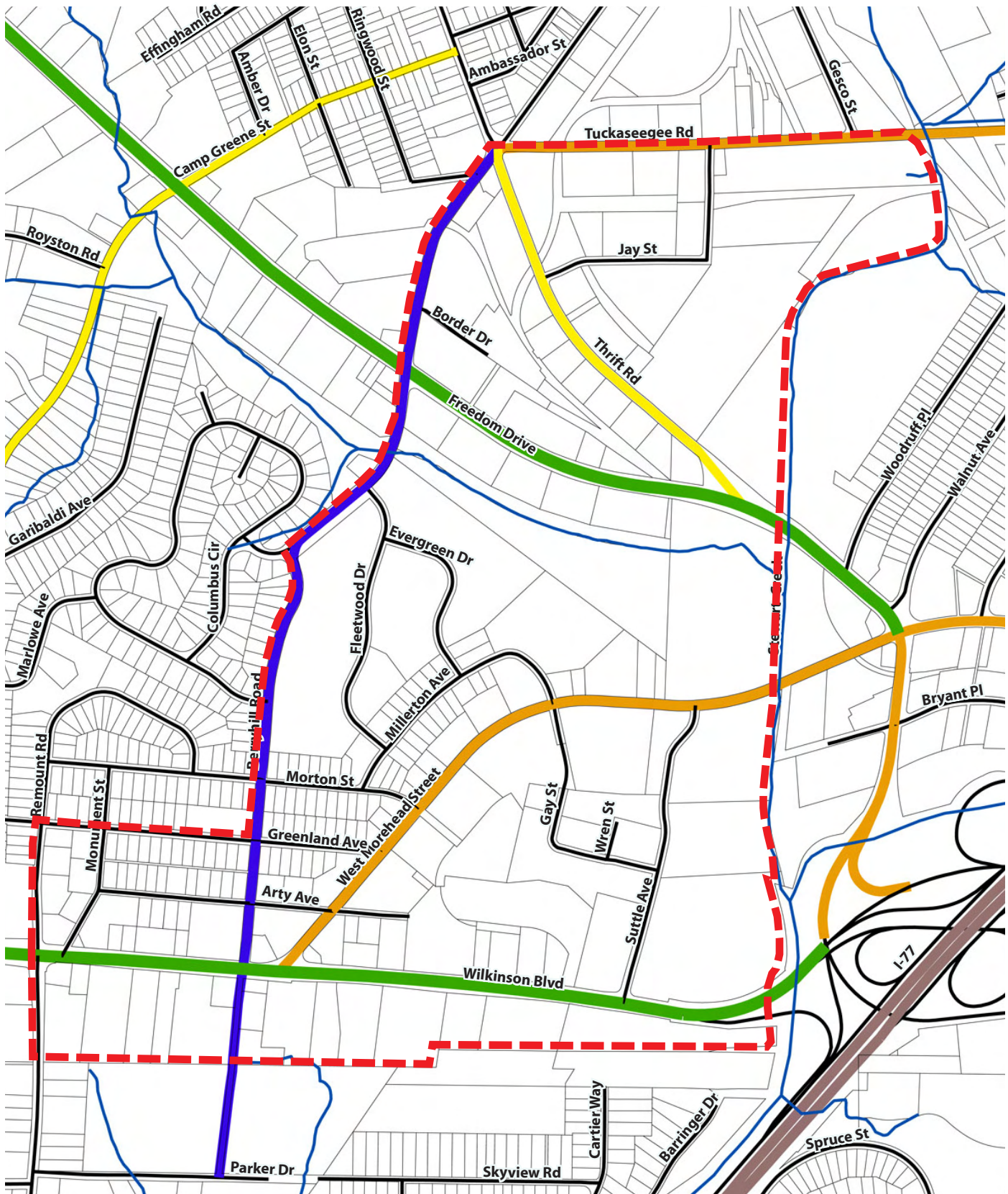
Legend

- Study Area Boundary
- Retail/Commercial
- Industrial
- Office
- Office/Industrial
- Multi-Family/Office
- Single Family/Multi-Family
- Institutional
- Single Family <= 8 DUA
- Single Family
- Park/Open Space
- Single Family <= 4 DUA
- Greenway
- Multi-Family
- Single Family/Multi-Family/
Office/Commercial



Adopted Future Land Use: Map 4

EXISTING CONDITIONS



Legend

- Study Area Boundary
- Freeway
- Commercial Arterial
- Major Thoroughfare
- Minor Thoroughfare
- Major Collector
- Local



North

0 200 800 Feet

Existing Street Network: Map 5

EXISTING CONDITIONS

Existing Transportation

Street Network

The street network in Bryant Park is a legacy of its industrial history. What was adequate for low density manufacturing and warehouse uses is inadequate for the emerging mixed office, commercial and higher density residential uses.

Map 5 provides a snapshot of the study area's transportation system. Streets are classified on the basis of the thoroughfare plan maintained by Mecklenburg Union Metropolitan Planning Organization (MUMPO).

- **Commercial Arterials:** Freedom Drive and Wilkinson Blvd. are the two commercial arterials that provide access to I-77 and are key east-west connections. Within the Urban Street Design Guidelines (USDG) classifications, these are regarded as Boulevards for design purposes.
- **Major Thoroughfares:** West Morehead Street and Tuckaseegee Road are east-west connections into Uptown. Within the USDG classifications, these are Avenues for design purposes.
- **Minor Thoroughfares:** Thrift Road provides access to industrial/warehouse properties; Camp Greene Street on the area periphery has a residential character. Within the USDG classifications, these are Avenues for design purposes.
- **Major Collector:** Berryhill Road is a vital north-south connection between Freedom Dr. and Wilkinson Blvd.
- **Local Streets:** Suttle Ave. and other neighborhood streets form the remaining street network. While the adjoining single-family residential areas have an abundance of well-connected local streets, the warehouse/industrial areas are not so blessed. The lack of interconnecting local streets creates de-facto super-blocks that are not supportive of the higher intensity development proposed.



Thrift Road - 3 lane street provides access to transforming industrial properties



Neighborhood street with canopy trees and on-street parking



West Morehead Street



Freedom Drive is a key connection to Uptown Charlotte

Traffic Volumes

Traffic volumes, as measured in vehicles per day, indicate travel demand on a given roadway facility. The table following shows the average daily traffic (ADT) for principal streets within the study area. As major arteries designed to carry a large volume of traffic, Freedom Drive and Wilkinson Boulevard have significantly higher levels of traffic than other streets in the area.

Location	Avg. Daily Volume
Arty Ave west of Morehead St	800
Berryhill Rd south of Marlow Ave	3,800
Camp Greene St north of Freedom Dr	5,500
Camp Greene St south of Freedom Dr	5,000
Freedom Dr east of Camp Greene St	28,700
Freedom Dr south of Morehead St	22,000
Freedom Dr west of Camp Greene St	30,300
Freedom Dr west of Woodruff Pl	31,900
Greenland Ave 2500 block	1,700
Morehead St east of Freedom Dr	16,200
Morehead St north of Wilkinson Blvd	4,700
Remount Rd south of Greenland Ave	900
Thrift Rd south of Berryhill Rd	4,800
Tuckaseegee Rd east of Camp Greene St	10,100
Wilkinson Blvd east of Ashley Rd	37,400
Wilkinson Blvd east of Morehead St	31,900
Wilkinson Blvd east of Remount Rd	32,500

Source: CDOT Traffic Count data

Pedestrian Facilities and Activity

Pedestrian activity is not extensive within the Bryant Park area at present, except at the perimeter within established neighborhoods. This is a result of the scattering of small industrial and warehouse type uses that dominate the area. The existing pedestrian facilities are not adequate for the higher density residential, office, and retail uses that are emerging in the area.

Some of the major existing features of the pedestrian transportation network of the corridor include:

- *Sidewalks:* Sidewalks exist throughout much the district including side streets, with gaps on some smaller side streets. Most of the sidewalks are 4 to 5 feet wide.
- *Planting Strips:* Grass or landscaped areas between the sidewalk and curb are intended to provide areas for tree planting and to give pedestrians additional buffering from vehicle travel lanes. Planting strips are important because they increase pedestrian comfort, aesthetically improve the corridor, and provide space for shade trees. Along most of West Morehead Street there is a planting strip, but it is narrower than current expectations as established by the Draft Urban Street Design Guidelines.
- *Crosswalks/Pedestrian Signals:* West Morehead Street poses a challenge for pedestrians trying to cross the corridor. However, because traffic volume is significantly lower than east of Freedom Drive, this segment has more “gaps” for pedestrians to get across. There are traffic lights at each end of the district about 3/4 mile apart, at Wilkinson Boulevard and at Freedom Drive.
- *ADA/Curb Ramps:* Ramps exist at most intersections, with a few gaps.

Bicycle Facilities

There are no specific bicycle routes within the Bryant Park district. West Morehead has narrow vehicular lanes, and is rated on the Mecklenburg/Union Metropolitan Planning Organization’s Bicycle Suitability Map as suitable for use by advanced bicyclists. The grid network of streets and the greenway bicycle path to the north of the district provide some parallel bicycle routes on residential streets.

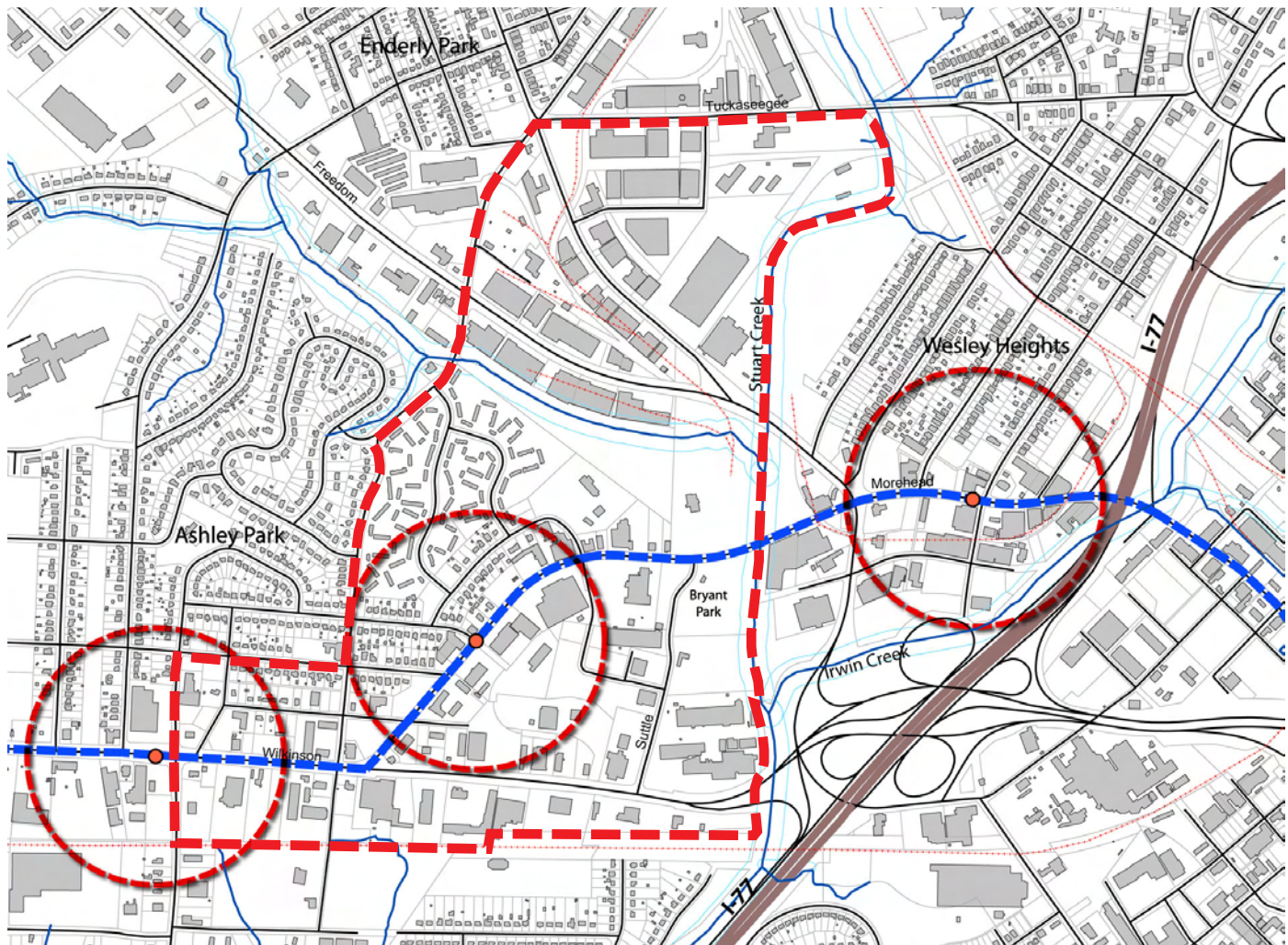
The Charlotte-Mecklenburg Bicycle Transportation Plan recommends that bicycle lanes be provided on West Morehead west of the intersection with Freedom Drive, with access to the Greenway. Also, the plan recommends that bicycle facilities (bicycle lanes or wide outside lanes) generally be included with future road improvements where possible and appropriate.

Transit Service

An important element of the Bryant Park planning process is the streetcar line proposed for the West Transit Corridor, identified by the Metropolitan Transit Commission (MTC) in its *2030 Corridor System Plan*. The approved route, shown on Map 6, goes from the Center City, through the heart of Bryant Park along West Morehead Street and Wilkinson Boulevard, extending to the Airport. Because residential and employment densities in the corridor are not sufficient to support such a system in the near term, the system plan calls for land use policies to change land uses and increase densities while providing a base ridership for the future.

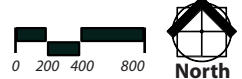
Existing transit service consists of the following bus routes which pass through or along the edge of the study area:

- Route 2, "Ashley Park" from Uptown to Alleghany and Ashley via W Morehead and other circuitous streets.
- Route 34, "Freedom Drive," from Uptown to Little Rock/I-85 via Berryhill and Freedom along the edge of the study area.
- Route 234, "Cityview," from Beatties Ford Road to Ashley/Alleghany via Berryhill and Freedom along the edge of the study area.
- Route 5, "Airport," from Uptown to the Airport. This route was revised recently by CATS to follow the anticipated streetcar route. It passes through the Bryant Park Study area on West Morehead and Wilkinson Boulevard. Over the next few years, the plan is to upgrade service on this route to an enhanced "rapid bus" level on this route.



Legend

- Study Area Boundary
- Planned Route - Streetcar (West Corridor)
- 1/4 Mile Radius
- Station



Proposed West Corridor Streetcar Line: Map 6

Parks, Greenways, and Historic Buildings

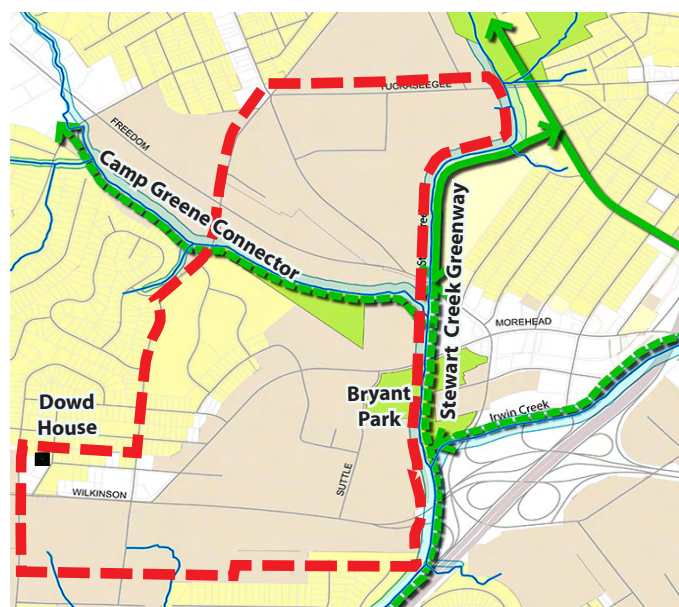
The study area is home to some unique park and cultural resources, as shown on Map 7.

Stewart Creek Greenway

Once completed, Stewart Creek Greenway will run nearly four miles from Interstate 85 south to the confluence of Irwin Creek. The completed trail will link to nearby neighborhoods, schools, and parks. Over half a mile of Stewart Creek Greenway is currently constructed through Seversville Park off of Bruns Avenue. Developed stretches of Stewart Creek and Irwin Creek greenways are connected by the Wesley Heights Greenway. Together, the three greenways comprise over 3 miles of trail that provide residents west of I-77 with a critical link to Uptown Charlotte. A new one-half mile section of Stewart Creek Greenway is currently under design. The new greenway trail will connect to the existing Stewart Creek Greenway at Heathcliff Street and continue downstream to Freedom Drive.

Camp Greene Connector

The Camp Greene Connector is just over a mile long and is a tributary to Stewart Creek. The connector will eventually link Stewart Creek Greenway to Camp Greene Park off Alleghany Street.



Parks, Greenways, and Historic Buildings: Map 7

EXISTING CONDITIONS

Bryant Park

At approximately 15 acres, Bryant Park is located at the southeast corner of West Morehead Street and Suttle Avenue. The Park's most prominent feature is a 1930's era network of rubble stone and concrete retaining walls, steps and seating area, terraced into the hillside overlooking a baseball and multipurpose field. The Mecklenburg County Park and Recreation Department is committed to preserving the terraced walls, making future park improvements and incorporating the new Stewart Creek Greenway into the Park.

Dowd House

Built in 1879, the James C. Dowd home was the temporary headquarters of the South East region for the American Army fighting World War I. Currently owned by the Mecklenburg County Parks and Recreation department, it will likely serve as a cultural anchor for the area. Long range plans for the Dowd House include purchase of additional property to develop the site into a regional historic destination with educational and memorial exhibits.



Bryant Park.



Historic Dowd House.

Market and Development Trends

The Bryant Park study area has good proximity and access to Uptown Charlotte and the Norfolk-Southern Rail line. In years past, this has allowed it to thrive as an industrial area. Rail service has declined in importance for moving freight, but interstate highway access has increased in importance.

Most industrial and warehouse buildings in the Bryant Park study area are old, with low ceilings, and can only support older warehousing technologies. Smaller property lots and an antiquated building stock are not consistent with more intense warehousing needs. Despite these limitations, the northern portion of the study area has maintained healthy occupancy within its niche of regional distribution for building trades: mechanical/ electrical/ plumbing/ furniture.

Increasing land values in the area and the declining building values over time have rendered older warehouse and industrial properties as candidates for redevelopment into new and more intense uses.

A market assessment of the study area suggests the Radiator Specialty-Crosland Group site on Wilkinson Boulevard and Suttle Avenue is a viable location for new office and employment development. This area can be a substantial employment core, phased over a period of time.

It is not expected that a significant retail market will be generated in the study area. Relatively small retail/ business uses may occur as part of mixed-use redevelopment in conjunction with infill on West Morehead Street and redevelopment in the Suttle Avenue area.

Redevelopment for infill residential is occurring presently in Wesley Heights. This momentum should be carried over to potential redevelopment parcels west of Stewart Creek to reinforce the existing housing stock and complement transit initiatives.

Residential Summary

Residential development will build on existing momentum established in Wesley Heights and Landcraft's Lela Court and should expand west along West Morehead Street adjacent to Bryant Park, capitalizing on proximity to the park and Uptown views.

Redevelopment of the Westwood Apartments site is continuing the trend of new infill residential redevelopment. This redevelopment is expected to significantly help the Camp Greene Neighborhood.

Current Residential Situation

- *Wesley Heights revitalization*
- *Lela Court neighborhood extension success*
- *\$120s to \$200k (Townhouse & Single Family)*
- *Positioned at costs below Uptown/South End*
- *Westwood Apartments, previously in poor physical condition, have been demolished and are in process of redevelopment*
- *Growth hinges on bringing development west across Freedom Drive*
- *Access, park, and views all support additional residential development*

Office Summary

Immediate opportunities for office development exist close to I-77 on Wilkinson Boulevard. A traffic signal at the proposed Bryant Parkway/Gay Street/Julian Price extension may be installed provided signal warrants are met and NCDOT approves. Future opportunities extend west along Wilkinson Boulevard, with long-term opportunities developing within the center of the study area closer to Bryant Park.

Current Office Situation

- *Market currently overbuilt; competing with Uptown and Loft spaces on edge of Uptown*
- *Loft conversions on West Morehead Street*
- *Some new construction in area*
- *Great access & Uptown proximity drives opportunities for growth*
- *Market largely for smaller users*

Retail Summary

Retail opportunities in the near-term and long-term are limited to specialty retail along West Morehead Street and Freedom Drive. Service related retail associated with new office, employment and residential uses can likely be established in the vicinity of transit stations.

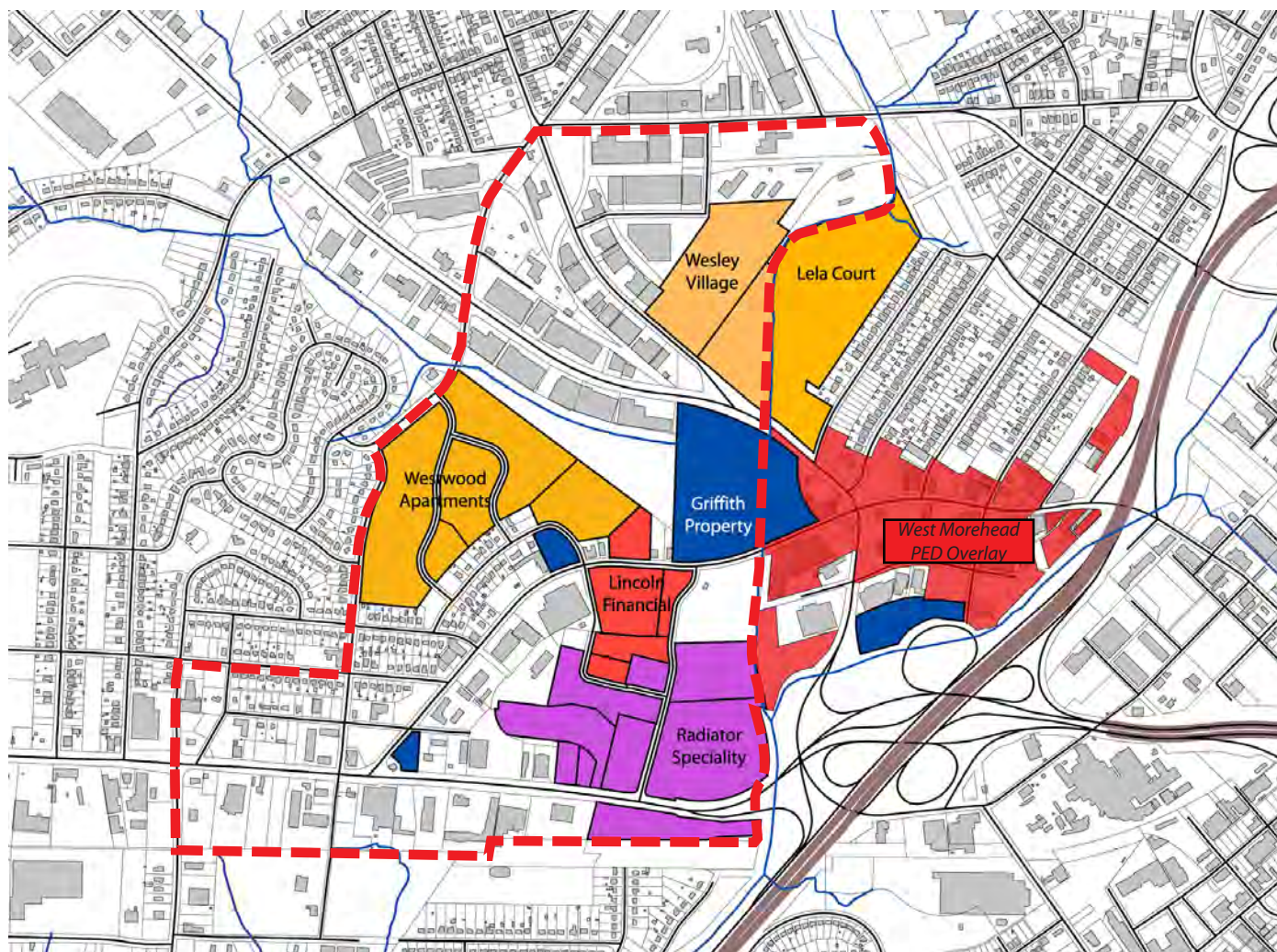
Current Retail Situation

- Weak retail market in the West, Wilkinson, & Freedom corridor at present
- Trade area has major barriers such as freeway, railroad and industrial uses
- Quality retail not far to east of I-77 in South End
- Entertainment competition in Uptown, South End, NODA, etc.
- Retail is a tough sell in local area, likely to be ancillary to office and residential uses

Large Parcel Ownerships

Land ownership patterns and parcel dimensions are often key issues in redevelopment. Developers face fewer hurdles especially with land assembly if property parcels are larger and are grouped together. The Bryant Park study area has large properties shown on Map 8. Significant among these are the Radiator Specialty Site, the Lincoln Financial Site, the Westwood Apartments site, the Griffith holdings, and the Wesley Village Site.

From a market standpoint, the development of some of these key properties could be the catalyst for redevelopment and change within the study area. Their locations, along greenway corridors and along major streets provides much needed visibility.



Legend

— Study Area Boundary



Large Parcel Ownership: Map 8

3. Vision

Community Values

As part of the public kick-off session on September 21, 2006, the project team facilitated a public “brainstorming” exercise that asked participants to define things they valued about the area and things they wanted to change. These ideas were then organized and ranked by the number of times they were mentioned.

The result is a ranked set of values and areas of change that provide an insight into the public’s top issues and priorities.

Things the Community Values

- 1 Proximity to Uptown/Location/Access
2. Neighborhood Character/Diversity/Ethnicity
3. History of the Place & Historic Built Character
4. Parks, Trees, & Greenspace
5. Pedestrian Friendly Streets & Better Street Connectivity
6. Idea of New Development & The Potential for Change in the Area
7. Local Institutions
8. Affordability



Kick-Off public meeting in September 2006.

Things the Community Wants To Change

- 1 Fill Vacant Lots/Buildings
2. Reduce Crime
3. Improve Neighborhood Services
4. Improve/revitalize/replace Old Industrial
5. Upgrade the Creek & Greenways
6. Improve Housing Stock
7. Improve Streets for Pedestrians (Lack of Amenities)
8. Provide Transit
9. Provide Better Lighting



Participants at the “Public brainstorming” session in discussion

Urban Design Principles

Based on the existing conditions analysis, public involvement, and stakeholder input, a set of urban design principles have been developed that guide the major recommendations of the plan.

Respond to converting industrial with appropriate land use flexibility

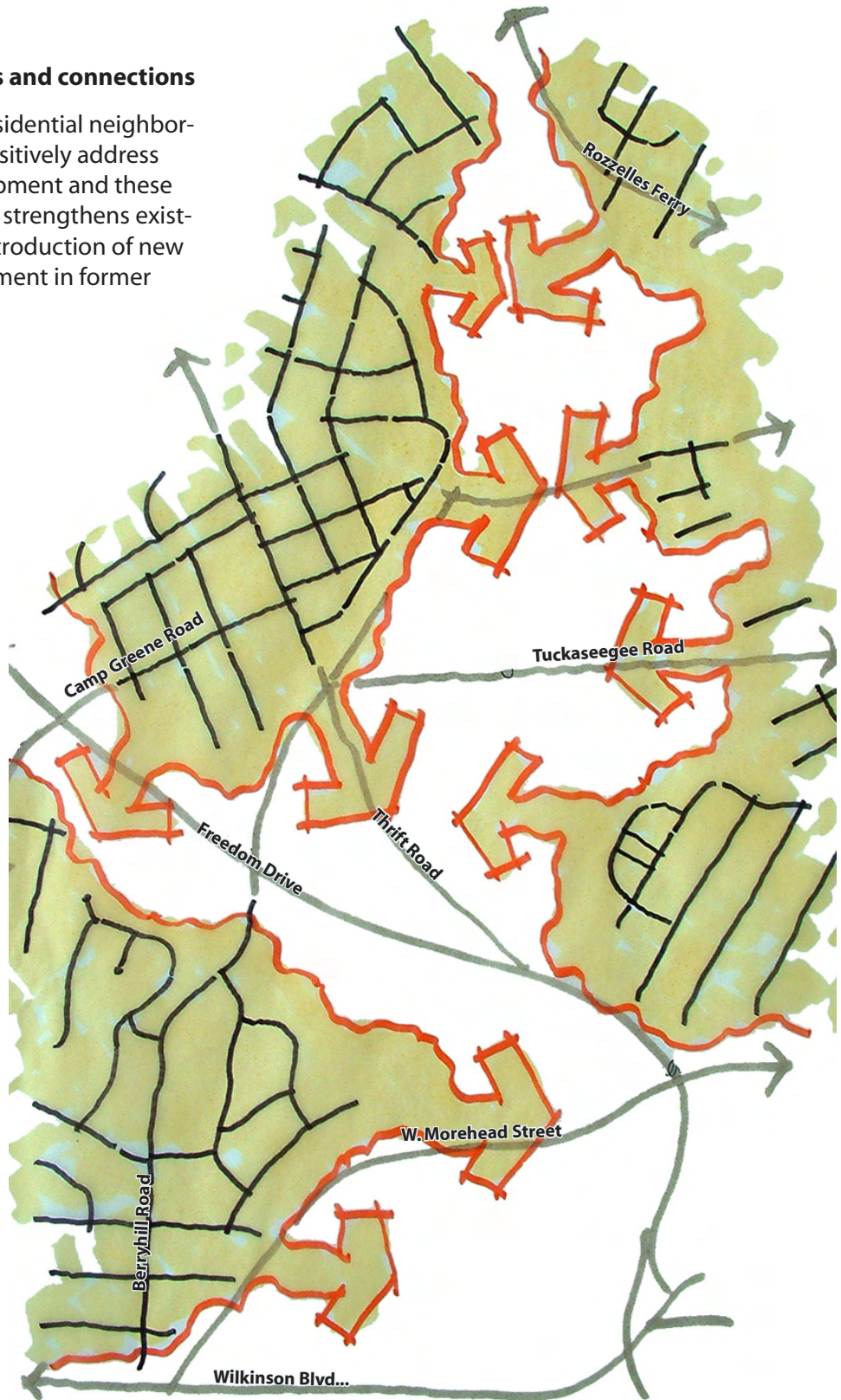
As the industrial uses decline, an appropriate set of land uses need to be promoted to take their place. Recent redevelopment projects such as Lela Court and Wesley Heights suggest a potential for residential and mixed use redevelopment on and adjacent to transitioning industrial uses. The Future Land Use Plan needs to respond to the changing trends in the area with a mix of use that incorporates office, retail and residential uses.



Urban Design Principles

Strengthen Neighborhood edges and connections

The study area is surrounded by residential neighborhoods. Care should be taken to sensitively address the interface between new development and these existing communities in a way that strengthens existing neighborhoods through the introduction of new residential and mixed use development in former industrial areas.



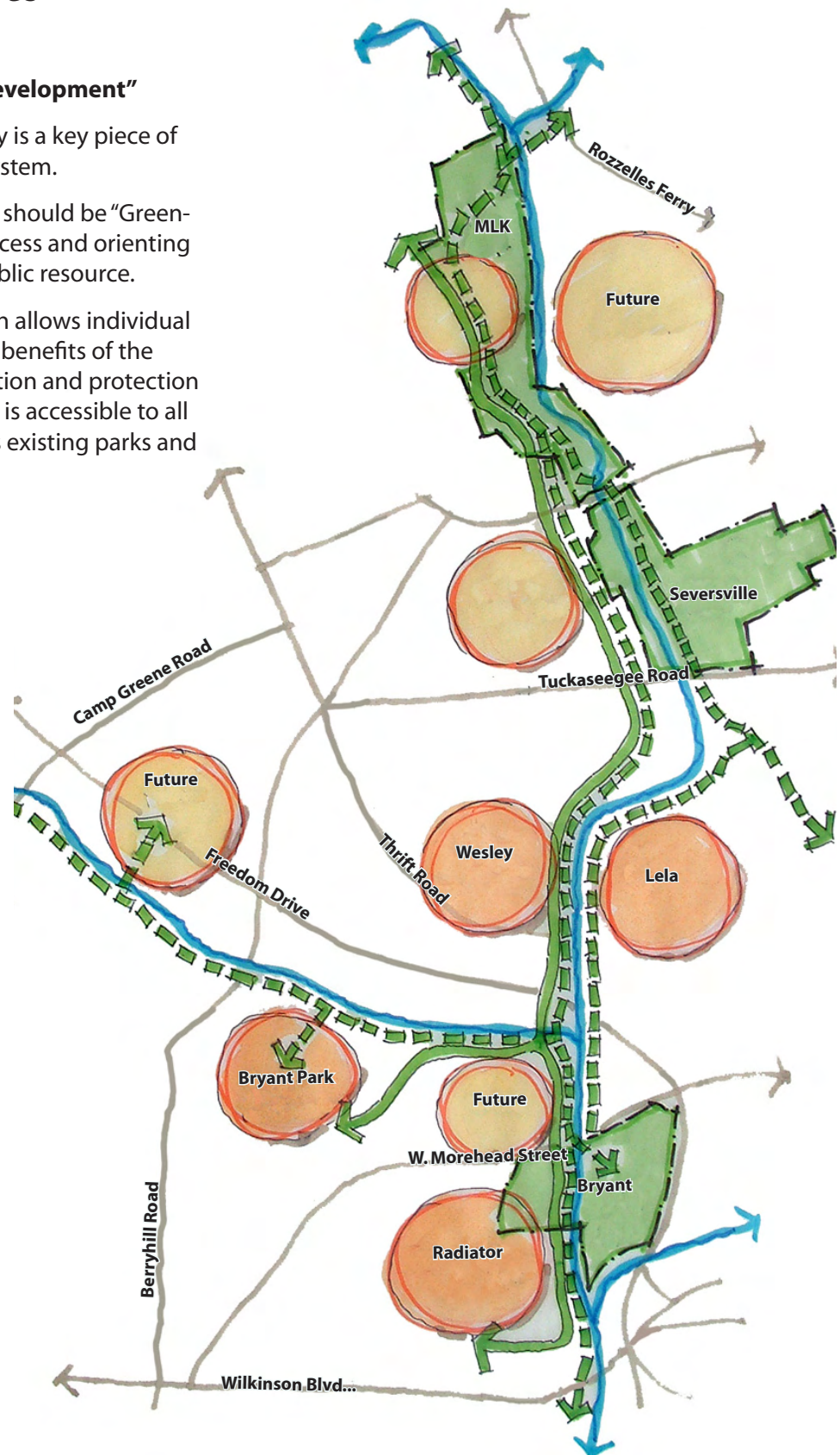
Urban Design Principles

Promote “Greenway Oriented Development”

The future Stewart Creek greenway is a key piece of the County’s regional Greenway system.

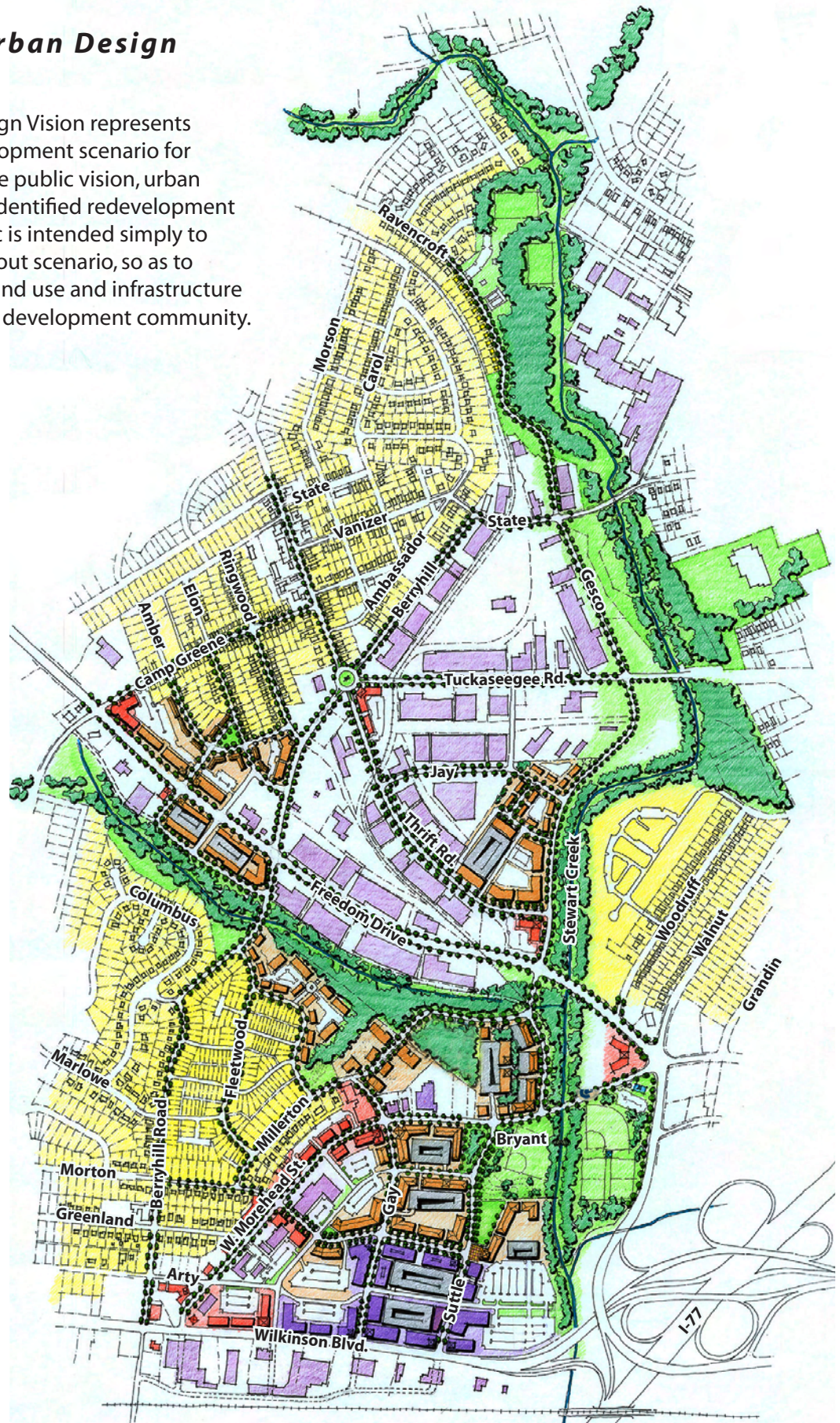
Development along the greenway should be “Greenway Oriented”, providing public access and orienting development to this important public resource.

This “Greenway Oriented” approach allows individual developments to capitalize on the benefits of the Greenway while ensuring the creation and protection of a larger Greenway resource that is accessible to all and connects to many of the area’s existing parks and open spaces.



An Illustrative Urban Design Vision

This Illustrative Urban Design Vision represents a possible long-term development scenario for the study area based on the public vision, urban design principles and the identified redevelopment opportunities. This graphic is intended simply to illustrate a potential build-out scenario, so as to provide guidance for the land use and infrastructure recommendations and the development community.



Key Components of the Vision

Several components of the Urban Design vision as shown on the previous page are keys to carrying the plan forward to success. As shown on this page, these include key transportation improvements are further detailed in the transportation recommendations. Also shown are three private development sites that can serve as a catalyst for plan success.

Stewart Creek Parkway

The proposed Stewart Creek Parkway is a key road along Stewart Creek that connects West Morehead Street, Freedom Drive, Thrift Road, Tuckaseegee Road and streets further north, creating a continuous parkway road from Bryant Park to MLK Park. This provides a valuable new north-south connection and a public front to the Stewart Creek Greenway.

Development Opportunities

The study area includes several important redevelopment sites that can serve as catalysts for further reinvestment and revitalization. These include the Radiator Specialty site, Westwood Apartments site redevelopment, and Wesley Village. Shown on the following pages are development scenarios for the three sites and their connections to the surrounding areas. While development as proposed by the property owners will vary somewhat from these scenarios, the Key Concepts noted for each site set forth some expectations for conditional site plans.

New Streets

Development of additional streets to improve local connectivity

Enhanced Streets

Improvement of key streets – West Morehead Street and Tuckaseegee Road - providing sidewalks and bike lanes to facilitate easy access to the greenway system.



Legend

- Proposed New Roads
- ↔ Existing Roads with pedestrian enhancements
- ↔ Proposed Parkway



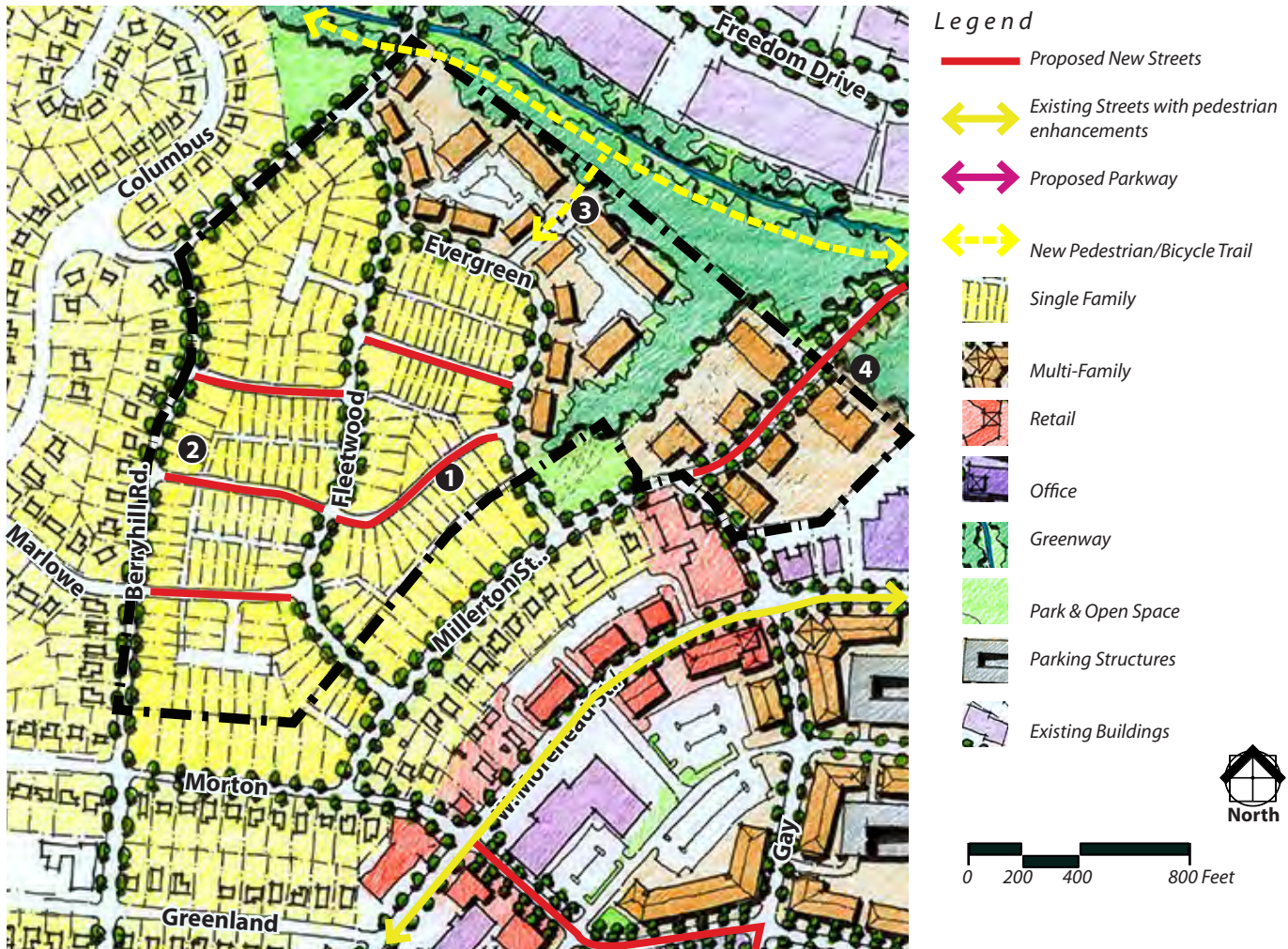
Potential Development Scenario: Radiator Specialty



Key Concepts

- 1 Encourage extension of Bryant Park with trails and pedestrian routes framed by higher-density residential or mixed uses.
- 2 Provide for a future extension of Greenland Street to Gay Street to link existing neighborhoods to new development and Greenway.
- 3 Create new intersection by extending Julian Price/ Gay Street to Wilkinson Boulevard to provide for a signalized entrance into the redevelopment site.
- 4 Encourage new medium intensity office development with a build-to-edge condition along Wilkinson Boulevard.
- 5 Provide new bike route and wider sidewalks along West Morehead Street. Buildings should be encouraged to have a mix of uses and front the street.

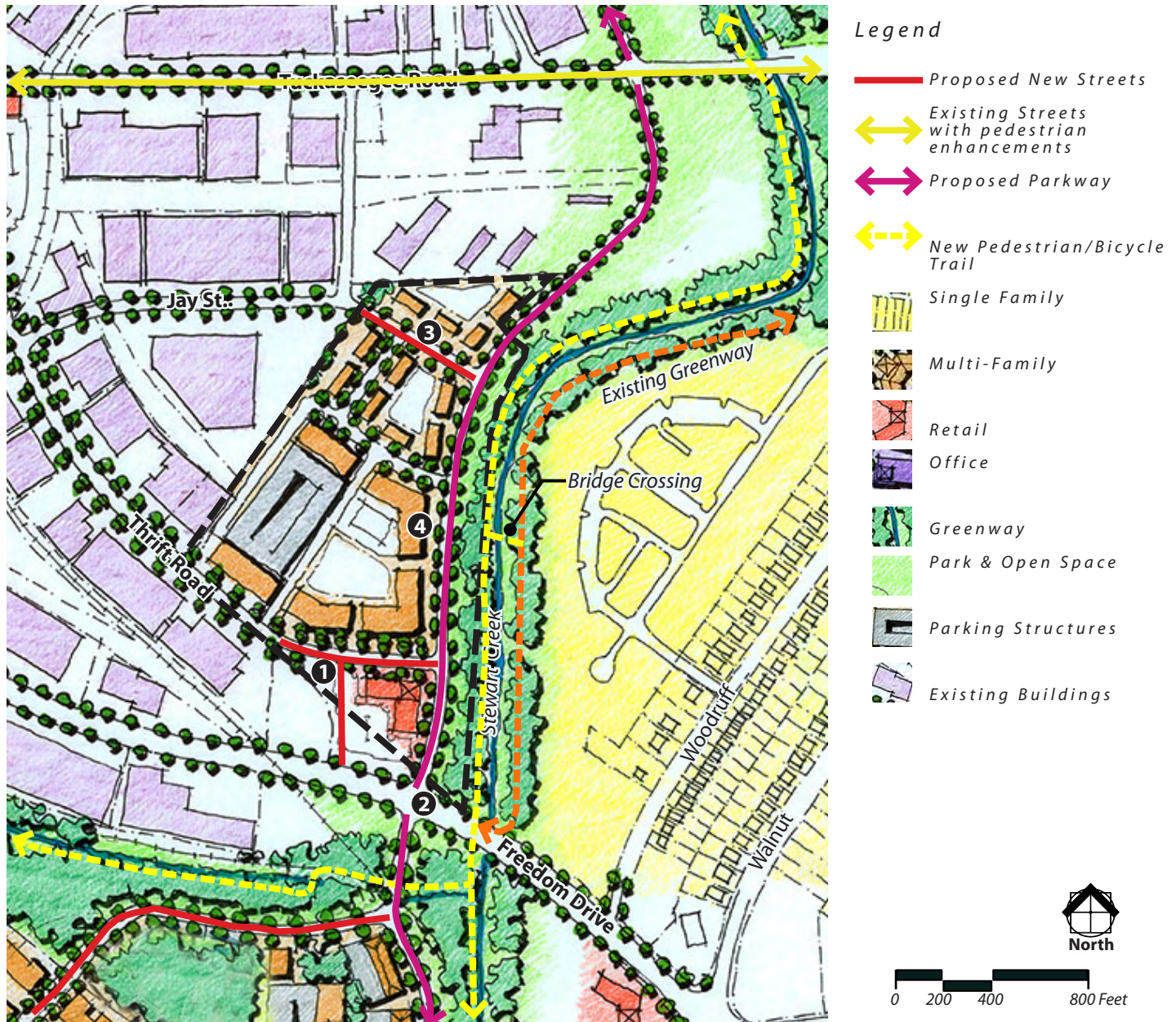
Potential Development Scenario: Westwood Apartments



Key Concepts

- 1 Encourage the redevelopment of the Westwood Apartment site to maintain its existing streets and tree canopy while providing additional new connections through the site.
- 2 Create new single family homes along Berryhill to help reconnect the existing neighborhood with the proposed Westwood Apartments redevelopment.
- 3 Provide public access to future Greenway from proposed redevelopment of Westwood Apartments in appropriate locations.
- 4 Provide for a future street connection eastward between Millerton Avenue and the future Stewart Creek Parkway.

Potential Development Scenario: Wesley Village



4. Recommended Land Use

The proposed land use for the study area incorporates the community's vision for a variety of uses to strengthen the goals and objectives of this plan. For the purposes of describing the land use recommendations, the area has been subdivided into six subareas, each with unique characteristics. Map 9 depicts these subareas, as described below. Map 10 is a graphic summary of the recommended land use for the area.

Subarea 1, Radiator Specialty Site:

A mixture of residential, office, and retail uses is the recommended land use within this subarea. This may include either mixed use in individual buildings or single use buildings mixed on the site. The subarea consists of land in a single consolidated ownership and is planned for development in the near future. It is expected that the property will be the subject of a conditional rezoning petition. The Key Concepts as noted on the preceding Development Scenario describe some expectations for the site development.

With future streetcar planned just to the north along West Morehead Street, multi-story office, residential, and institutional development including some support retail, and densities sufficient to require parking garages are encouraged.

Subarea 2, West Morehead PED Corridor:

Subarea 2 consists of a number of smaller industrial/warehouse properties, a sprinkling of retail and motel properties, the campus of Lincoln Financial Media/WBTV, and vacant land in consolidated ownership.

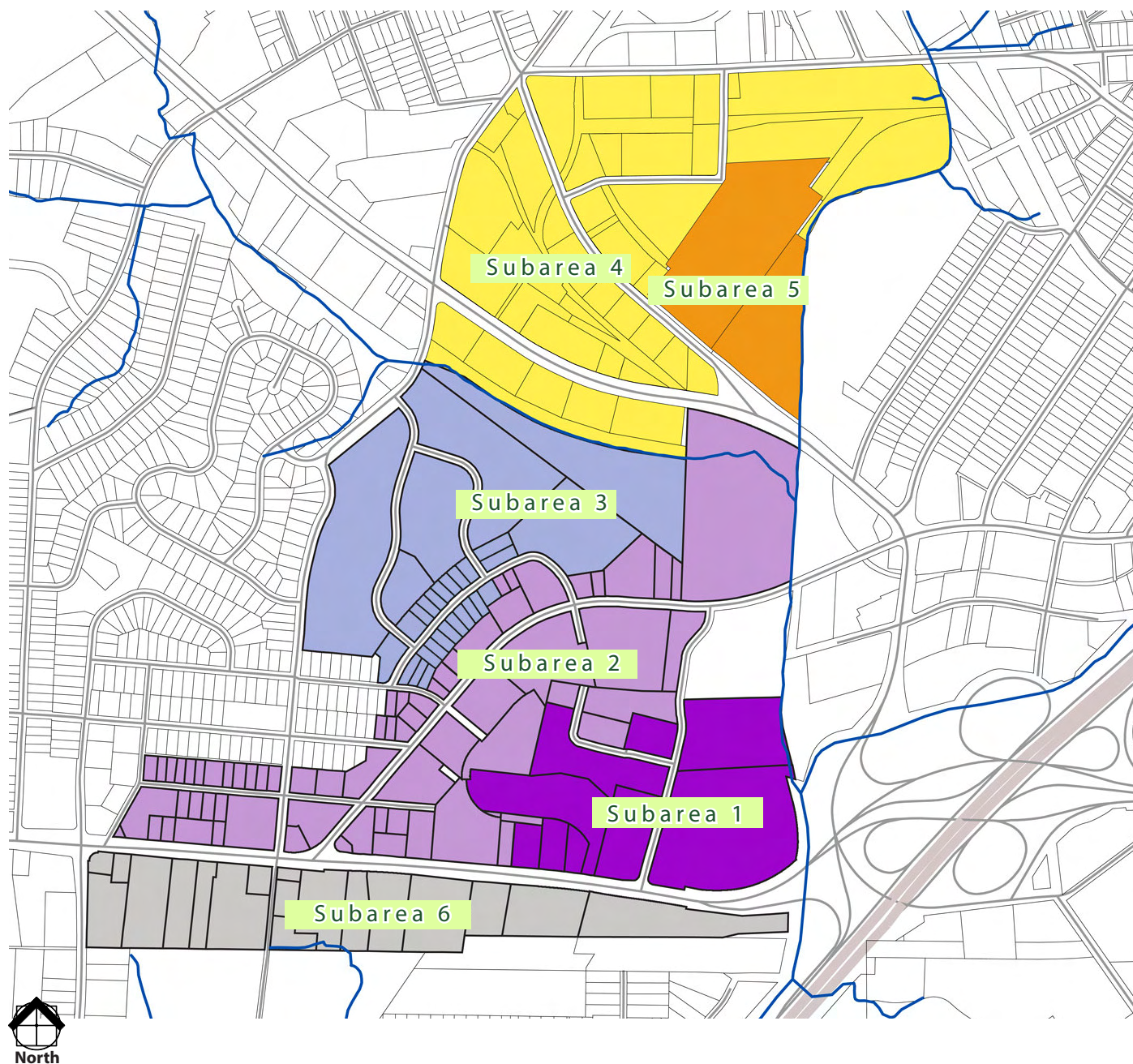
As with subarea 1, a mixture of residential, office, and retail use is the recommended land use within this subarea. This may include either mixed use in individual buildings or single use buildings mixed within the subarea. With future transit planned along West Morehead Street, multi-story office, residential, and support retail development is encouraged.

There are a number of small industrial uses along West Morehead Street. The intention is to allow these to continue for now, but also not to promote expansion under suburban development forms. In the meantime, the intention is to see redevelopment with a pedestrian-friendly mixture of uses move forward.

A Pedestrian Overlay zoning district (PED) is recommended on the entire Subarea 2 except as noted below. New construction would have to follow PED's urban form regulations. Streetscape standards for this PED area are detailed in the following section of this document.

Several small elements of Subarea 2 require special consideration as to future land use:

- In the block between Berryhill Road and Monument Street, property on the south side of Arty street is recommended for inclusion in the Pedestrian Overlay district. Property on the north side of Arty is a part of the Camp Greene single family neighborhood just to the north; it is recommended to remain in single family use, and not to be included in the PED overlay. This includes one property rezoned for conditional office use in prior years, which should revert to single-family use in the future. Property in this block might be appropriate for institutional use in conjunction with the church across Arty Street with a conditional site plan that provides appropriate site relationships to the abutting single-family uses.
- On the block just west of West Morehead Street, there are two single family properties on Greenland Avenue and two on Morton Street, back to back, zoned O-2 for office use, but in continuing use as residences. These are recommended for continuing use as single family homes as a part of the Camp Greene neighborhood.
- The block containing the Dowd House, bounded by Wilkinson Boulevard, Remount Road, Greenland Avenue, and Monument Street, is recommended for Park/Open Space use.

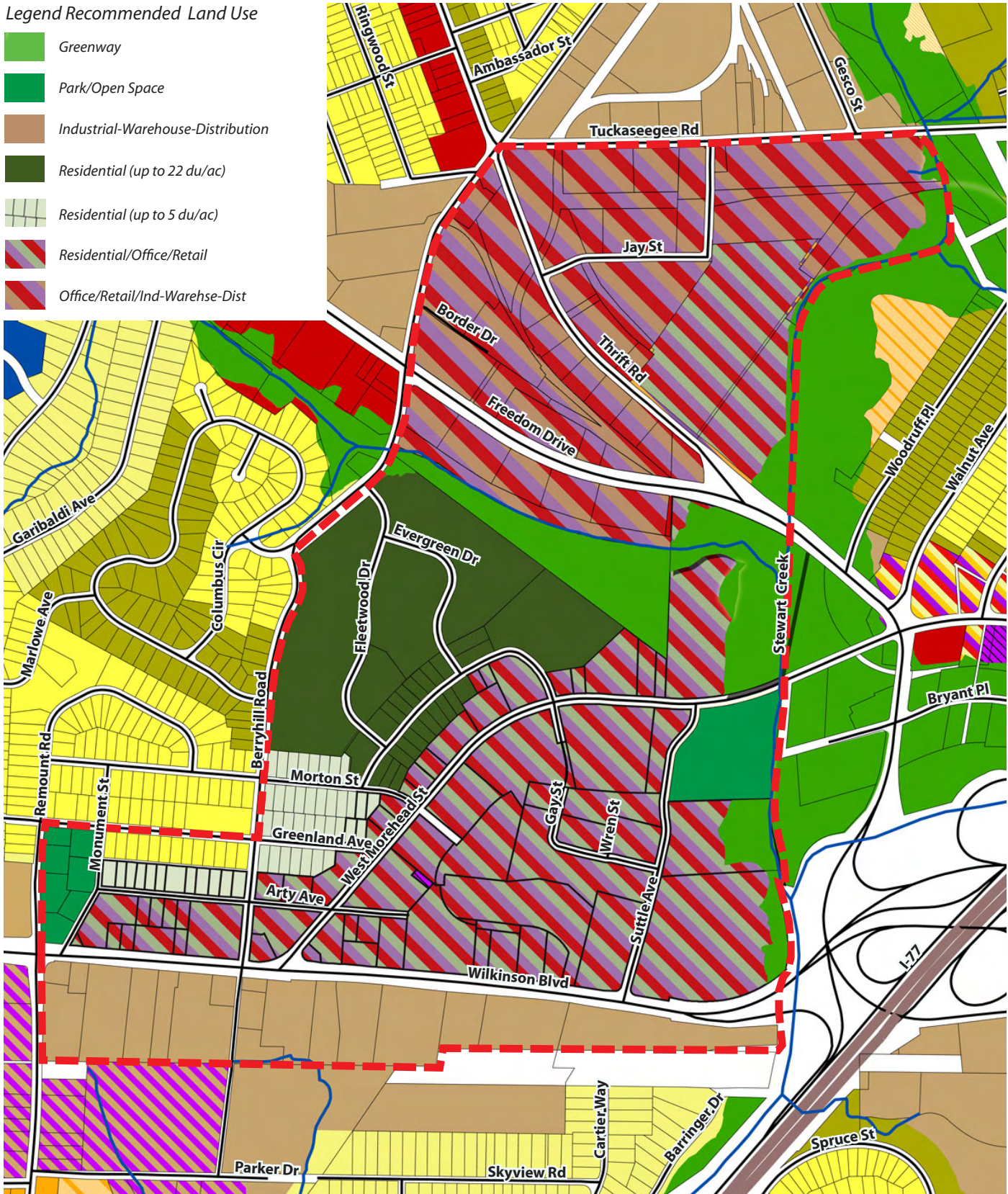


Land Use Recommendations by Subarea: Map 9

RECOMMENDED LAND USE

Legend Recommended Land Use

-  Greenway
-  Park/Open Space
-  Industrial-Warehouse-Distribution
-  Residential (up to 22 du/ac)
-  Residential (up to 5 du/ac)
-  Residential/Office/Retail
-  Office/Retail/Ind-Warehouse-Dist



North 0 200 800 Feet

Recommended Land Use: Map 10

RECOMMENDED LAND USE

Subarea 3, Westwood Apartments:

Residential development is recommended for this area. It consists primarily of the former Westwood Apartments site, in consolidated ownership and planned for development in the near future. It is expected that the property will be the subject of a conditional rezoning petition. The Key Concepts as noted on the preceding Development Scenario describe some expectations for the site development. While overall density of up to 22 units per acre is recommended, the plan anticipates that density would step down toward the west along Berryhill Road where the property abuts the Columbus Circle residential area.

Also within subarea 3 are a number of homes on Millerton Avenue which already are zoned for multi-family development up to 22 units per acre. Since these homes are adjacent to the Westwood Apartments site and to the industrial property on West Morehead Street, it is recommended that the option for higher density residential be maintained. A group of three single-family homes on the north side of Morton Street, zoned for office use, also are recommended for residential use up to 22 units per acre.

The portion of the Subarea 3 that is not included in the Westwood Apartments redevelopment is recommended for inclusion in the Pedestrian Overlay zoning district. New construction would have to follow PED's urban form regulations to encourage a pedestrian friendly streetscape compatible with the adjoining uses. Land use would be confined to residential use. Streetscape standards for the PED area are detailed in the following section of this document.

The triangular property at the north edge of Subarea 3 owned by Mecklenburg Count Park and Recreation Department is recommended for Greenway use.

Subarea 4, Freedom Drive to Tuckaseegee Road:

Office, retail, industrial, and warehouse uses are recommended for this subarea. Subarea 4 consists generally of existing older Industrial/Warehouse uses. The buildings are fully occupied, and viable within their niche market. The intention is to allow these to continue as by-right uses. Increased intensity of industrial use is not recommended.

It is expected that over time, as conditions shift, mixed use and residential uses may outbid for this subarea, and uses will shift in that direction, as is happening on the adjoining Wesley Village site. If that occurs, it is recommended that conditional rezoning applications be considered on a case by case basis. It also is expected that streetscape improvements consistent with urban mixed use development would be included in any future redevelopment proposals. Careful attention to interim and long-term compatibility and buffering of uses would be important considerations in evaluating conditional site plans.

Subarea 5, Wesley Village:

A mixture of residential, office, and retail uses is the recommended land use within this subarea. This is the Wesley Village site, consisting of land in a single consolidated ownership and planned for development in the near future. It is expected that the property will be the subject of a site plan amendment to the approved conditional zoning in effect. The Key Concepts as noted on the preceding Development Scenario describe some expectations for the site development. An overall density of over 22 units per acre is recommended.

Subarea 6, South of Wilkinson Blvd:

Industrial, warehouse, and distribution uses are recommended within this subarea. Subarea 6 is the strip on the south side of Wilkinson Boulevard along the railroad track. The presence of the rail line, proximity to the freeway and existing active industrial uses make it unlikely for this area to change into any other pedestrian-oriented or urban land use in the near future. Although it may not be a part of a significant mixed use development, it is expected that office and commercial development may be intermixed. This is not an appropriate location for residential development.

5. PED Overlay: Recommended Cross Sections and Streetscape Standards

As previously described, a portion of the Bryant Park area is recommended for a Pedestrian Overlay zoning district. The standards in this section supplement the requirements of the PED zoning district, as well as TOD, MUDD, UR, NS, and other urban zoning districts that may be established. All of these zoning districts refer to streetscape standards for new development and changes to existing development. Within these urban districts, the standards herein define ultimate curb locations, building setback lines, sidewalk width and locations, and tree planting requirements.

Streetscape Development Standards are requirements for private development and will be the responsibility of developers or land owners to implement as property in the district is redeveloped or improved. In combination with the development requirements in the zoning text, these standards will provide the primary mechanism for reshaping the streetscape into the pedestrian-oriented environment envisioned for the corridor.

This section defines future cross-sections for West Morehead Street and other streets in the district, and identifies building setbacks and streetscape standards based on the ultimate curblane location. The cross-sections are not plans for immediate road improvements, but are recommended long-term changes to be considered for implementation once a major portion of the necessary right-of-way is available. In the meantime, City staff will request funding for minor improvements to the public right-of-way to make it more pedestrian friendly.

The specific cross sections and standards are based on those in effect in the adjacent *West Morehead Land Use and Pedscape Plan* area. For simplicity and consistency, they are named and numbered the same as for the West Morehead PED. There are no Type 2 streets in the Bryant Park area.

Building Setbacks and Future Street Cross-Sections

The PED zoning text states: “The minimum setback will be measured from the back of all existing or future curbs, whichever is greater.” (Section 10.803.3) The setback area (located between the back of curb and the setback line) will include, at a minimum, the width needed for sidewalks and planting strips and any additional width that is deemed appropriate for the character of the streetscape. Standards for setbacks, sidewalks, and planting strips will be met by developers who undertake new development or major renovations in the area to be zoned PED. The standards also will apply in areas zoned to other urban districts as previously described, because the zoning ordinance for those districts also refers to a City Council adopted streetscape plan.

Tree planting requirements in this section will modify the “Perimeter Planting Requirements” in Section 21-13(C) of the Charlotte Tree Ordinance. However, all other requirements of the ordinance will apply to new development in the Bryant Park PED Overlay area.

Type 1: Spine Streets

West Morehead Street, the full length of the district from Stewart Creek to Wilkinson Boulevard; and Wilkinson Boulevard for the full length of the district

Situation: This is the heart of the Bryant Park PED district, and the major traffic artery. A few existing buildings have frontage directly at the sidewalk edge; most are set back further from the street. There are a number of vacant or underutilized parcels. These are opportunities for infill and redevelopment. Within the Urban Street Design Guidelines (USDG) classifications, West Morehead Street is an Avenue for design purposes; Wilkinson Boulevard is a Boulevard.

Curblane: The existing West Morehead Street consists of two travel lanes in each direction. This plan anticipates a change in lane configuration similar to that recently planned for the portion of West Morehead Street east of Freedom Drive. The street will be altered to one travel lane in each direction, a center lane for

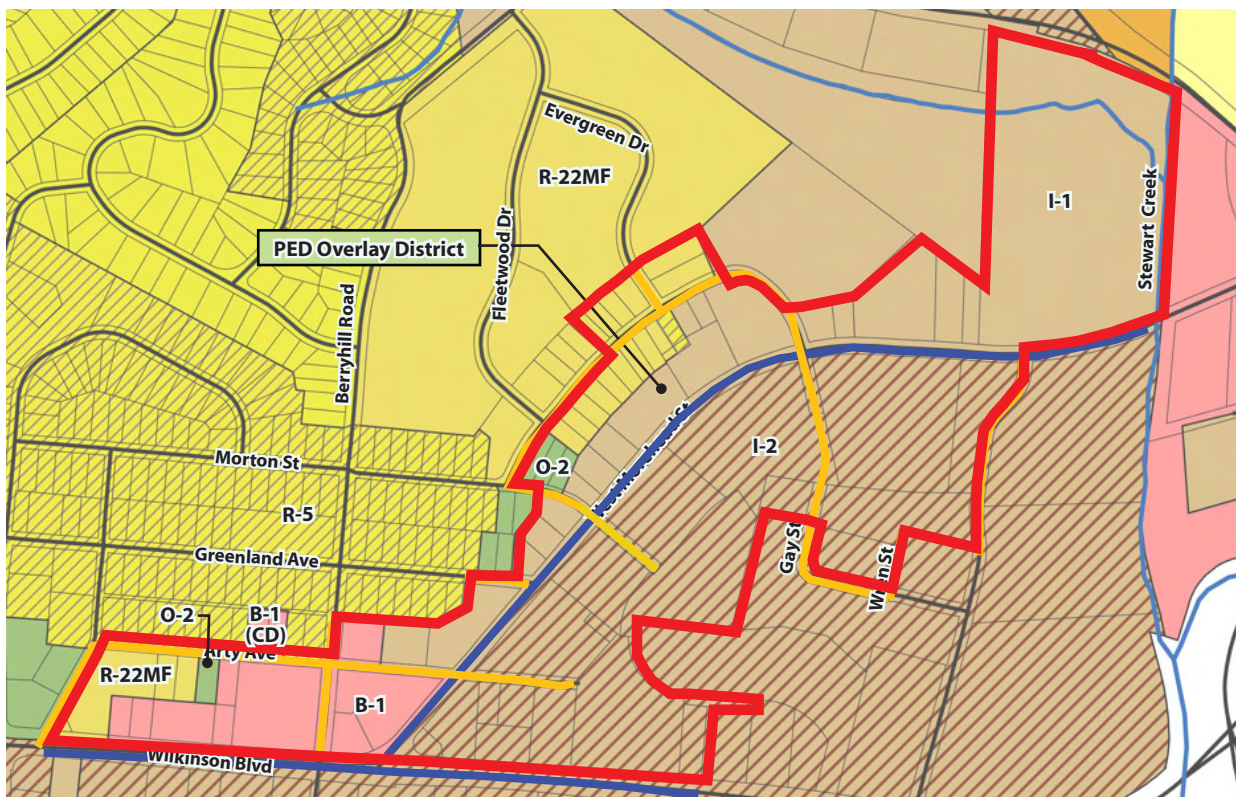
left turns and pedestrian refuge, and space for bicycle movement in each direction. As an interim measure this may be accomplished within the existing roadway. However, this plan anticipates that, in the long term, the road will be widened to provide sufficient width for full-width bike lanes. The future road width is established as 48 feet, from back of curb to back of curb. This is the point from which building setbacks and streetscape requirements will be measured.

The existing Wilkinson Boulevard consists of multiple lanes in each direction, including turn lanes at various locations. The existing curb line is the point from which building setbacks will be measured.

Setback, Planting, and Sidewalk: The minimum setback for this street type is 22 feet from the back of curb. The cross section will include an 8-foot planting strip with street trees planted at a maximum spacing in accordance with the *Charlotte Tree Ordinance*. A sidewalk will adjoin the planting strip. The sidewalk will be a minimum of 8 feet wide. The remaining building setback may be used for landscaping, outdoor dining, extended sidewalk area, or merchandising area at developer discretion.

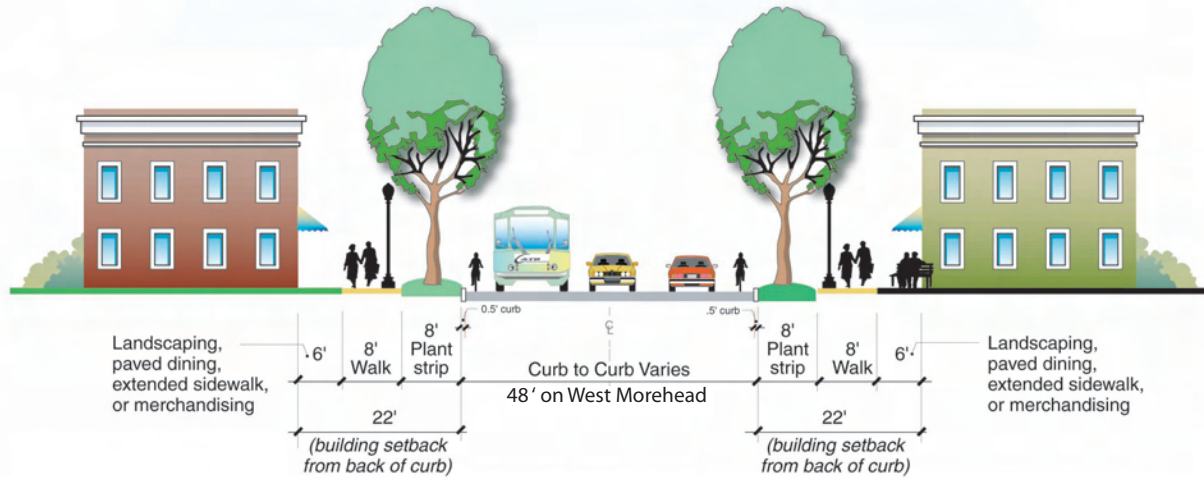
Because sidewalk and planting requirements are different from current conditions, it is expected that transition to the condition outlined in this plan will occur only over a long time as properties are redeveloped. For redevelopment of small mid-block parcels with varying conditions on both sides, retention of existing site features may be authorized by the Planning Director until adjoining parcels are redeveloped, but the building setback must be honored.

Future Parking Option: West Morehead Street is a state highway, and current state regulations do not permit on-street parking. As such, no on-street parking is anticipated. If circumstances change in the future such that on-street parking would be allowable, an on-street parking option will become available. The 8-foot planting strip could be replaced with recessed parallel parking, with the curb located along the edge of the sidewalk. Tree planting in sections with on-street parking still would be required, either in planter islands between parking bays, in planters or tree grates behind the curb, or between the sidewalk and building face. This option may require an increased building setback and/or widened sidewalk as needed to accommodate tree planting.

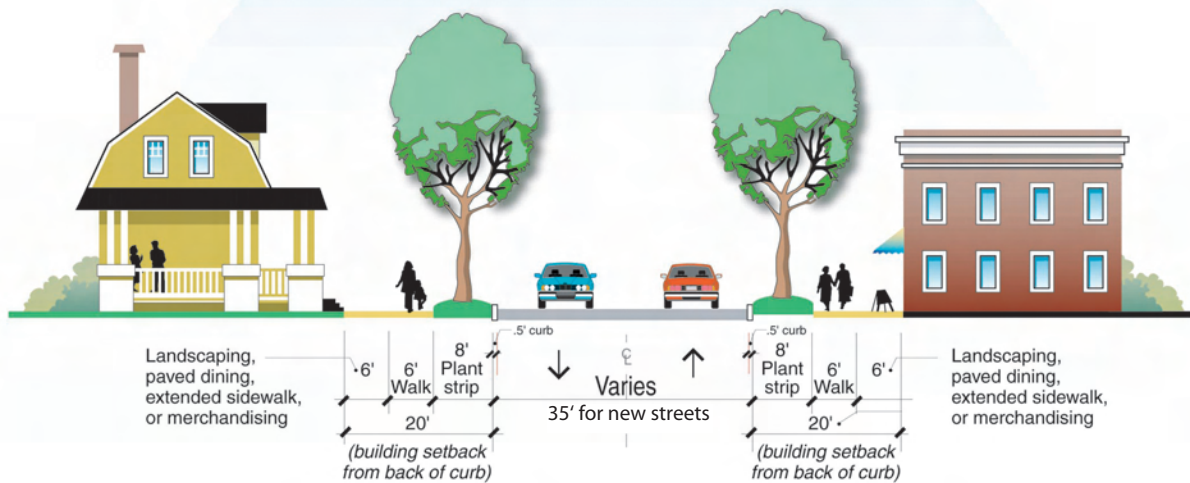


Pedestrian Overlay District and Street Types: Map 11 — Type 1 streets — Type 3 streets

Type 1: Spine Streets



Type 3: Cross Streets



Type 3: Cross Streets

All existing and future streets intersecting West Morehead Street and Wilkinson Boulevard, the full length of the district, extending outward to the edge of the PED district. This includes existing Monument Street, Berryhill Road, Arty Avenue, Greenland Avenue, Morton Street, Millerton Avenue, Julian Price/Gay/Bryant Parkway, and Suttle Avenue.

Situation: Type 3 streets are the short street sections within the PED District connecting to the surrounding neighborhoods and to other Bryant Park subareas. Most of the existing street frontage consists of the sides of commercial properties that face West Morehead Street. In general, these streets are used for access to abutting properties and the neighborhood rather than for general circulation within the District. Existing setbacks vary considerably. Within the Urban Street Design Guidelines (USDG) classifications, these are regarded as local streets for design purposes.

Curbline and Parking: The existing roadways for Type 3 streets are sufficient in width to meet continuing travel and parking needs. Most are about 30 feet from curb to curb, with some as narrow as 24 feet. Most have one lane of traffic in each direction and parallel on-street parking on one or both sides.

In some cases, parking is allowed on both sides of narrow streets. When sporadic parked cars are present, opposing vehicles are forced to yield to each other, helping to reduce speeds on these streets. If on-street parking use becomes too intense, some parking restrictions may be necessary. This plan maintains the existing traffic lane widths and curb lines in existing Type 3 streets. At developer option, street width may be increased sufficient to accommodate on-street parking on both sides by recessing the curb along their property frontage. In this case, the setback can be reduced by the width of the recessed curb area, but cannot be less than 16 feet.

New streets shall be 35 feet in width, sufficient to accommodate one lane of traffic in each direction and parallel on-street parking on both sides.

Setback, Planting, and Sidewalk: The minimum building setback for this type is 20 feet from the back of curb. A planting strip with a minimum width of 8 feet will adjoin the curb, with trees required at a minimum spacing between trees in accordance with the *Charlotte Tree Ordinance*. A minimum 6-foot sidewalk will adjoin the planting strip. The remaining 6 feet of building setback may be used for landscaping, outdoor dining, extended sidewalk area, or merchandising area at developer discretion. This setback also will allow for a transition from the urbanized Bryant Park area to the traditional front yard areas of adjoining neighborhoods.

Because sidewalk and planting requirements are different from current conditions, it is expected that these streets will transition to the condition outlined in this plan over time. For redevelopment of small midblock parcels with varying conditions on both sides, retention of the existing features may be authorized by the Planning Director until adjoining properties are redeveloped.

6. Recommended Transportation and Streetscape Improvements

Street Network

In order to realize the vision set forth by this plan, a more robust network of streets will be needed to efficiently serve the study area. This new network will occur simultaneously with new development. Developers will be expected to provide much of the infrastructure for their projects as a part of their development. Some key improvements, however, may have to be publicly financed.

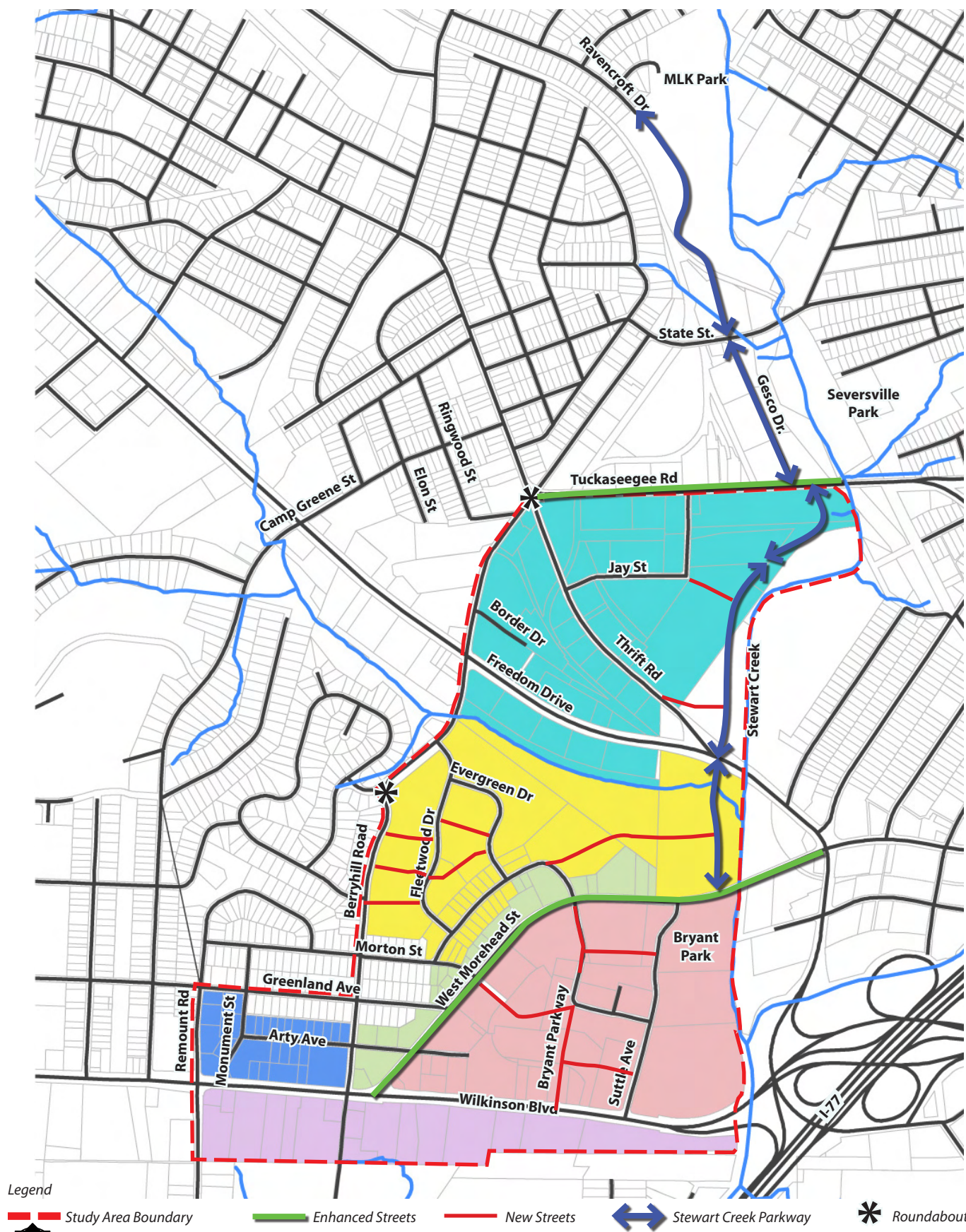
Map 12 summarizes the street improvements needed to carry out the vision of this plan. It includes the following:

- A new Stewart Creek Parkway along Stewart Creek, intended to provide a connection from West Morehead Street, Freedom Drive, Thrift Road, Tuckaseegee Road, and other streets further to the north. It is expected to be constructed incrementally as various parcels are redeveloped or become available. This project is described further on a following page in this section. Included in this project is a reconfiguration of the south end of Thrift Road to intersect the new Parkway as an element of the Wesley Village development. This element is described further in the development scenario for Wesley Village in the Vision section of this plan.
- Other new streets needed to complete the network in support of the new more intense mix of uses proposed for the area. The most significant of these is an extension of Millerton Avenue/Julian Price Place/Gay Street to connect West Morehead Street to Wilkinson Boulevard at a new potentially signalized intersection. It is described further in the development scenario for the Radiator Specialty site in the Vision section of this plan.
- Enhancements to existing major streets needed to provide a form more conducive to dense pedestrian-friendly development. Included are reconfigurations of West Morehead Street and Tuckaseegee Road. Also included are new roundabout intersections at the Tuckaseegee/Thrift/Berryhill intersection and at the Berryhill/Columbus Circle intersection. These enhancements are described further in the pages following.

It is expected that streetscape changes to existing streets will happen incrementally as new development occurs under the Pedestrian overlay standards and other standards set forth in this plan. Where curb lines do not change, new development will be expected to implement new sidewalk and landscaping elements as they occur. Otherwise, new development will be set back to allow the new cross-sections to be constructed in the future, and will install sidewalks and landscaping to the extent possible.

Major changes recommended in the plan may not occur for many years due to right-of-way and funding constraints. Minor improvements within the public right of way will be made subject to the availability of funding.

The implementation of the proposed streetcar system along this corridor is another factor that will have an impact on the area. It is anticipated that streetcar service will operate on a rail system in mixed traffic. In future years, when work on the system moves forward, changes to the streetscape may be necessary.



Recommended Transportation Network: Map 12

RECOMMENDED STREETScape IMPROVEMENTS

Stewart Creek Parkway

Summarized on this page are recommended elements of the proposed Stewart Creek Parkway. It is expected that these elements may be constructed incrementally as various parcels are redeveloped or become available.

MLK Park & Facilities

Wesley Village Development

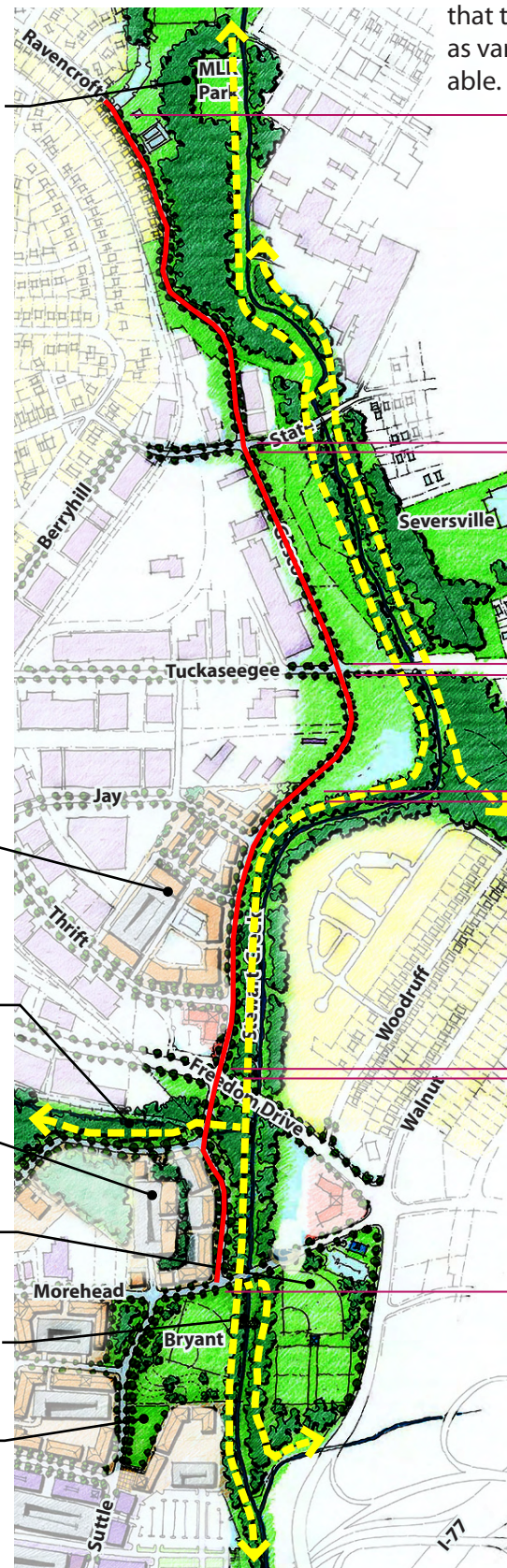
Proposed Greenway extension to Camp Greene Road

Griffith Property

Future extension of Bryant Park facilities

Potential new bridge for trail connection across Stewart Creek.

Potential connection of trails and pedestrian routes into the Radiator Specialty site development.



The North end of the Parkway may connect into Ravencroft Street or other existing streets. Further south it aligns with existing Gesco Street. Creation of the Parkway provides an additional north-south connection and greater accessibility for MLK Park.

There is potential for new single family lots along the parkway in the MLK Park. These lots could help finance construction of the Parkway and provide additional "eyes" and visibility to the Park.

The parkway utilizes existing Gesco Street with long-term potential for streetscape improvements and open space acquisition.

Proposed segment through existing City-owned property (landscape maintenance facility). Exact alignment is subject to discussion; road alignment might jog at Tuckaseegee Road if needed to accommodate continuing property usage.

This portion of the Parkway through private mixed use/residential development to be constructed as a part of the development, with public access to the Greenway.

Realign Thrift Road to allow for a full signalized intersection at Freedom Drive and the new Parkway to enhance potential development opportunities along the Greenway.

Connection between Freedom Drive and West Morehead Street will provide additional network, improve access to the privately owned property, and provide connection to Bryant Park. A portion of this segment will require a bridge across the existing creek system.



— Stewart Creek Parkway
 - - - - - Trail / Greenway

West Morehead Street

An enhancement to West Morehead Street is recommended to provide a form more conducive to dense pedestrian-friendly development. Proposed is conversion of the existing 4-lane street to a 3-lane section with a center turn lane.

A possible interim solution would be to use the space within the existing curbs gained from the lane conversion for a bikeable shoulder. This is an extension of the project undertaken on the section of West Morehead

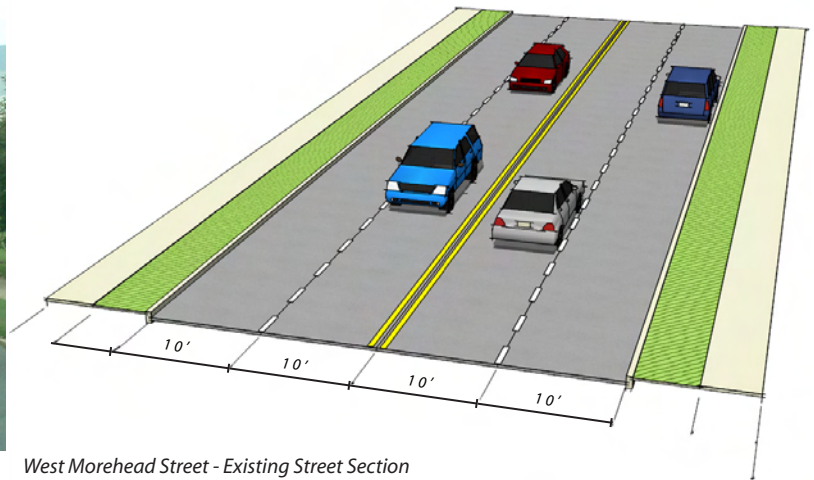
Street just east of Freedom Drive, and can be accomplished within the existing street width.

In the longer term, this plan anticipates a widening of West Morehead to a 48-foot width, to allow sufficient width for a full bicycle lane on each side. This is the basis for the PED overlay streetscape cross section.

Because West Morehead Street is a state highway, and current state regulations may not permit pedestrian refuge islands within the center lane. If circumstances change in the future, intermittent pedestrian pedestrian refuge islands are recommended.



West Morehead Street - Existing Condition



West Morehead Street - Existing Street Section



West Morehead Street - Proposed 3-Lane Street Section

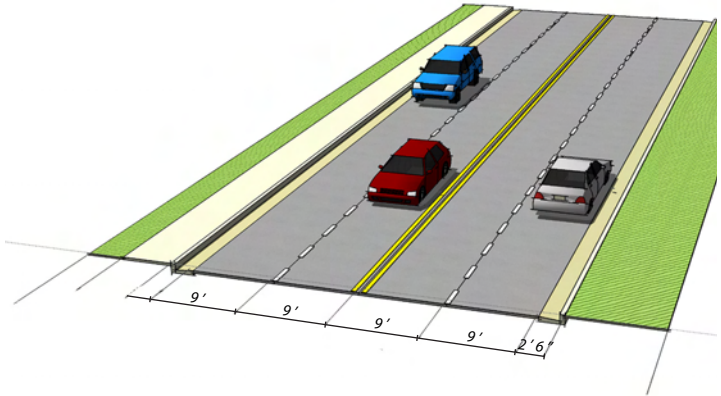
Tuckaseegee Road

Tuckaseegee Road is on the north edge of the Bryant Park Area. The street is recommended for conversion of its existing 4-lane road to a 3-lane section with a center turn lane and bicycle lanes. This is an extension of work recently completed on the section of Tuckaseegee Road further west. The project should include intermittent pedestrian refuge islands similar to those on the completed section.

An interim solution is possible involving use of the 40-foot road width within the existing curbs, and bikeable shoulders. But the preferred approach is to widen the street to 48 feet to provide for true bike lanes on each side.



Tuckaseegee Road - Existing Condition



Tuckaseegee Road - Existing 4-Lane Street Section



Tuckaseegee Road - Proposed 3-Lane Street Section

Roundabouts

A roundabout is a type of intersection where traffic proceeds counter-clockwise around a central island, yielding to the circulating traffic. In relatively low-volume situations, roundabouts have a number of benefits:

- Allow for continuous traffic flow without long waits at traffic signals
- Provide a traffic calming effect
- Are statistically safer than traditional intersections
- Provide an attractive landscaping element to the streetscape

Roundabouts are recommended for installation at two locations within the Bryant Park Area.:

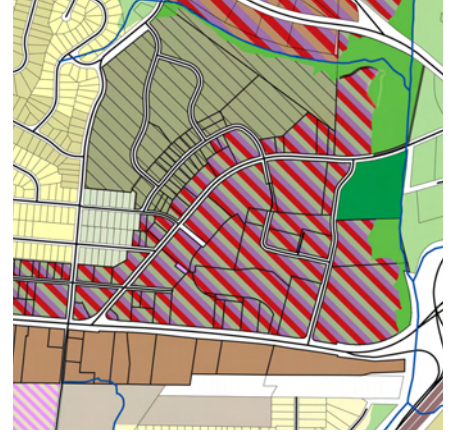
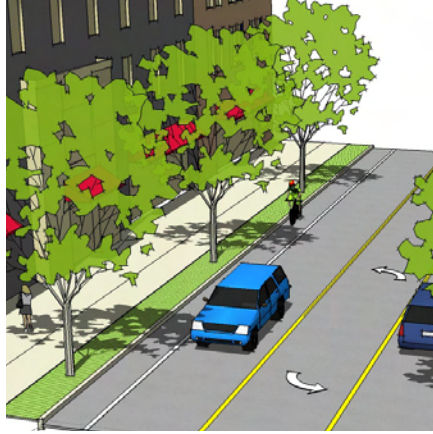
- The intersection of Tuckaseegee Road, Thrift Road, and Berryhill Road
- The intersection of Berryhill Road and Columbus Circle.



Sidewalks and Bike Lanes; Greenways and Trails

There are various improvements to the public right-of-way that can be undertaken by the city to make the Bryant Park Study area more pedestrian and bicycle friendly, particularly along key streets such as West Morehead Street and Tuckaseegee Road. Recommendations include:

- Bulb-outs or curb extensions at key intersections, particularly where traffic calming is desired and the public right-of-way dimensions allow these improvements.
- Marked crosswalks and additional pedestrian treatments (textured crosswalks, etc.) to make the intersections more apparent to drivers.
- Pedestrian scale lighting that is usually shorter in height than street lights and focuses on lighting-sidewalk areas. It should be installed in the public right-of-way. Priority for such projects should be given to areas with redevelopment where highest pedestrian activity is expected.
- Bicycle parking, benches and trash cans in key areas that are important from a pedestrian activity standpoint but where redevelopment is slow to occur.
- Street trees should be planted in the public right-of-way where there are opportunities for new or replacement trees.
- Bike/ped trail connections in portions of the greenway owned by the Mecklenburg County Park and Recreation Department are critical as a part of the larger system. Trail head amenities at key locations should be built within the public right-of-way where trails intersect public streets.



Volume II

Implementation Plan

7. Implementing the Vision

Transforming the Bryant Park area into a vibrant, people-oriented place as envisioned in this plan will occur incrementally through the efforts of local government, private property owners, residents and developers. This Implementation Plan outlines proposed strategies to implement the land use, transportation, design and other development-oriented recommendations contained in The Concept Plan.

These implementation strategies will not be approved by elected officials as part of the Concept Plan adoption. Rather, elected officials will consider them for approval and action on a case-by-case basis after the Concept Plan has been adopted and the public has had an opportunity to give input.

As implementation of this plan progresses over time, the Implementation Plan should be updated periodically to reflect the progress being made and to consider additional strategies.

Land Use and Community Design

Public Sector Responsibilities

The public sector will provide the policy basis (primarily through this plan), the oversight and some infrastructure improvements for the implementation of the plan. However, major changes to the study area will become evident only as private investment begins to fill in the framework that the community and the City of Charlotte have laid out in the plan. The proposed land use for the study area reflects the community's vision to incorporate a variety of uses that have greater compatibility to existing neighborhoods in place of the declining industrial uses.

Plan Adoption: The Planning Department, in consultation with other City departments, is responsible for the preparation of this plan, and for guiding it through the adoption process.

Overlay Zoning District: The Planning Department also is responsible for initiating and guiding the rezoning process for adoption of the PED overlay district, recommended for a portion of the study area along West Morehead Street, as shown on Map 13.

The PED overlay district superimposes additional or alternative development and urban design standards on the basic underlying zoning. It overrides the varying setbacks of the underlying zoning districts with one set of requirements, thereby requiring new development to be built in a more unifying manner along the street.

The plan recognizes that there are existing small industrial uses along West Morehead Street. These uses would not be rendered non-conforming by the PED overlay; the intent is to promote the development of uses other than industrial as described in the land use plan.

Conditional Plan Rezoning: In portions of the study area, property owners are expected to initiate conditional rezoning plans for major development projects. The Planning Department and other City departments will work actively with applicants to guide these submissions in accordance with the recommendations of this plan and other adopted City policies, and will make recommendations to City Council accordingly.

Proposed Corrective Rezoning: The Planning Department is also responsible for initiating and guiding the rezoning process for Corrective Rezoning recommended in this plan. There are only a small number of corrective rezonings proposed.

- On the blocks just west of West Morehead Street, there are two single family properties on Greenland Avenue and two on Morton Street, back to back, zoned O-2 for office use. The small area is recommended for rezoning to R-5 to reflect its place within the Camp Greene neighborhood. It is not recommended for inclusion in the PED overlay.
- Also just west of West Morehead Street at the northeast corner of Morton Street and Millerton Avenue are three single family properties zoned O-2 for office use. The small area is recommended for rezoning to R-22MF to correspond with zoning on the adjoining lots fronting on Millerton. This area also is recommended for inclusion in the PED overlay.

Monitoring/reviewing new development plans (on-going): The Planning Department and other City departments will be responsible for the on-going plan review for new developments within the PED zoning area, as prescribed in the PED zoning standards. This responsibility will include ensuring that the standards of PED zoning and this plan are met by developers.

There are areas within the study area that are not recommended for rezoning at present that bear monitoring for changing circumstances:

- The I-1 and I-2 zoned area proposed for the Pedestrian Overlay district is recommended to remain in its existing underlying industrial zoning districts to permit existing uses to remain in place as conforming uses. The PED overlay will allow for development of new mixed uses, and will require all new development to conform to pedestrian friendly design standards. In the future as area redevelopment progresses, it may become appropriate to rezone these areas to an underlying Business zoning district. The Planning Department is responsible for monitoring this activity.
- The north side of Arty Avenue between Monument Street and Berryhill Road is zoned R-5, except for one property zoned B-1 conditional to allow for a small office building, currently vacant. This plan proposes no changes to the R-5 residential zoning, in order to protect the character of the existing single-family neighborhood beyond. While a corrective rezoning of the B-1 office building is not proposed, the plan recommends that no further expansion or changes to the existing building be permitted, with the expectation of a future revision of the property to single-family use.

Private Sector Responsibilities

A large portion of this plan is dependent on investments by the private sector. It is such private sector action that will bring about change in the area consistent with land use recommendations.

Within the PED overlay area, the private sector will also be responsible for pedestrian-friendly development that is consistent with the requirements and the development standards of this plan.

Zoning is proposed to remain unchanged within much of the study area. However, in keeping with the land use recommendations, more intense industrial uses are discouraged. Over time, as the private sector engages in the redevelopment of industrial and warehouse properties, neighborhood oriented uses will be encouraged.

In subareas designated in the plan, private sector applicants will be responsible for submission of conditional rezoning applications for development in accordance with the recommendations of this plan.

Transportation Network and Streetscape Infrastructure

Public Sector Responsibilities

This plan's transportation recommendations show a new network of streets that will be needed to efficiently serve the study area. This new network will occur simultaneously with new development. However, improvements to some of the key pieces of the proposed street network will have to be publicly financed.

Local government will provide some investment in streetscape amenities that can be accommodated within the existing right-of-way. Major public investment in the form of constructing new roadway cross-sections may not occur until design details are in place and funding is available, and until interest in private redevelopment for the area has been demonstrated.

The Charlotte Area Transit System (CATS), in consultation with other City departments, is engaged in planning for a transit system in the West Corridor, extending from the Center City to the airport. In the long term, a streetcar system is proposed to run along West Morehead Street and Wilkinson Boulevard.

CATS will institute a number of improvements to routes, service, equipment, and facilities to create a Rapid Bus service along the West Corridor. This is intended to support higher density development in the Bryant Park area, and build ridership for the future streetcar system.

Private Sector Responsibilities

As development occurs within the study area, the private sector will be responsible for building streets that are consistent with the City of Charlotte's street design guidelines incorporating sidewalks and bike/pedestrian amenities as appropriate.

Parks and Greenways

Public Sector Responsibilities

Mecklenburg County's Park and Recreation Department is planning, designing, and constructing a greenway system that includes an extensive system of trails through the Bryant Park Area. Park and Rec will continue its efforts to extend the trail system in the near term both along Stewart Creek and along its westward tributary known as the Camp Green Connector. Greenway development will be carried out in concert with Bryant Park private sector redevelopment projects.

Park and Recreation will continue restoration and improvements to its historic Bryant Park, including long-term plans for new recreational facilities. Likewise, Park and Rec will continue efforts toward land acquisition and site development at the Dowd House to serve better as a regional historic destination.

Private Sector Responsibilities

As development occurs within the study area, the private sector will be responsible for designing and executing projects so as to encourage greenway orientation and use. Developer responsibilities also include contributing land, constructing pedestrian and bicycle trails and amenities, and providing public access links within locations that run through or adjacent to their property.

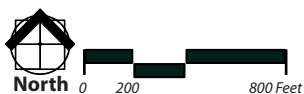
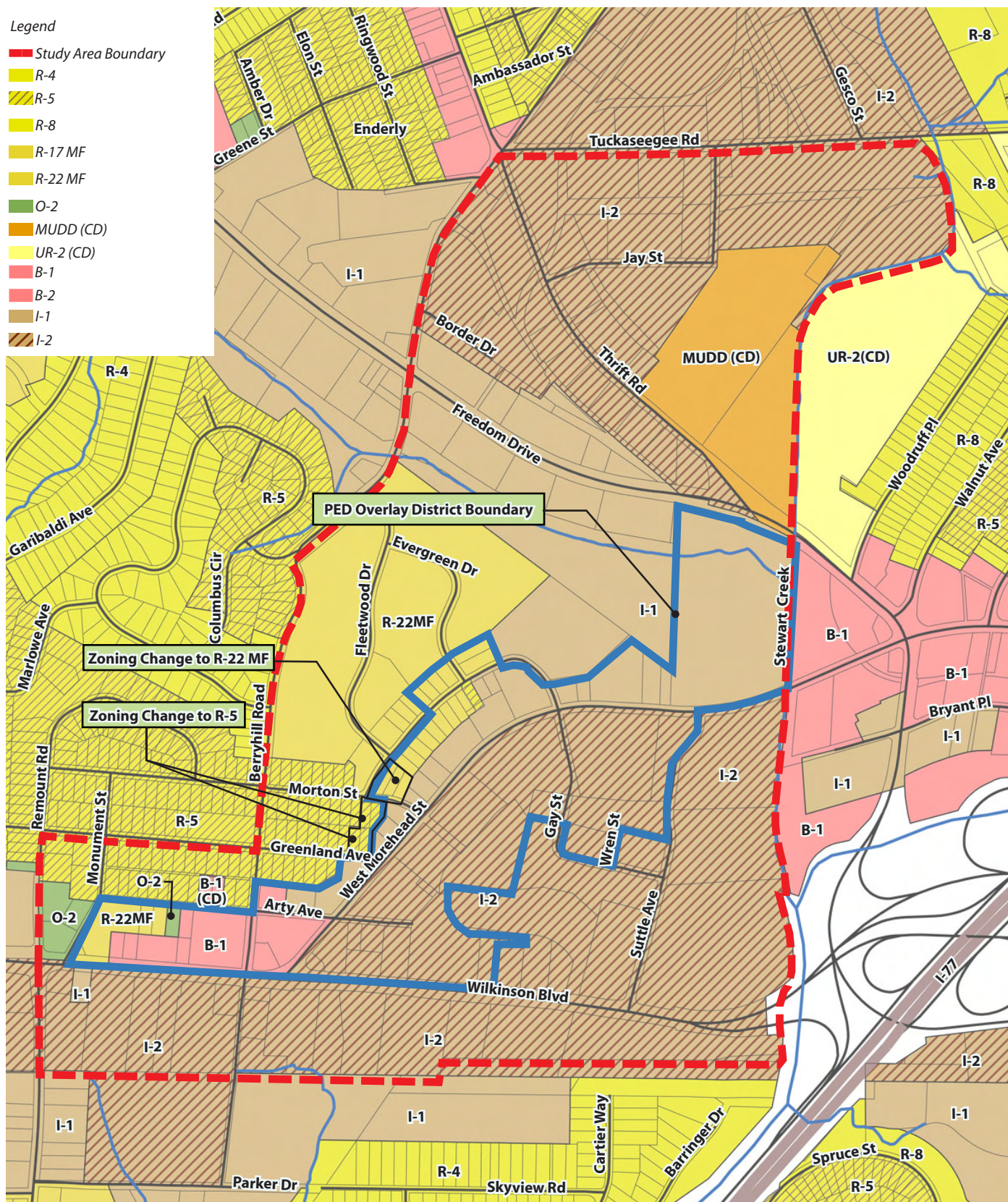


Completed greenway development near Stewart Creek



Legend

- Study Area Boundary
- R-4
- R-5
- R-8
- R-17 MF
- R-22 MF
- O-2
- MUDD (CD)
- UR-2 (CD)
- B-1
- B-2
- I-1
- I-2



Proposed Zoning Changes: Map 13