south corridor station area plans

New Bern

Transit Station Area Plan

ADOPTED BY CHARLOTTE CITY COUNCIL
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NORTH CAROLINA MARVIN COLLINS OUTSTANDING PLANNING AWARD
SPECIAL THEME CATEGORY
Sustainable Community Planning

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Executive Summary

Purpose

The New Bern Transit Station is the eighth station heading south from Center City along the South Corridor Light Rail Transit (LRT) line, also known as the LYNX Blue Line.

The *New Bern Transit Station Area Plan* is the first of a series of plans for areas around the stations south of South End. The *Introduction to the South Corridor Station Area Plans* lays the foundation for the station area plans. This plan builds on that document. It analyzes current conditions in the area around the station, detailed in the Appendix.

The Concept Plan makes recommendations to bring the right mix of development to complement the transit investment, and to optimize the land use and infrastructure within the wider surrounding area to support its continued viability. The Concept Plan is the only section of this document to be adopted by City Council.

Study Area

The plan examines the area within approximately 1/2 mile of the New Bern Transit Station. The actual station falls near the intersection of New Bern Street and South Boulevard, directly to the west of the Pepsi Cola bottling plant. However, the study area for the plan covers a much larger area, extending from I-77 to the Sedgefield neighborhood, Dunavant Street to Hartford Avenue. It is mostly in a Growth Corridor, as envisioned by the City's Centers, Corridors and Wedges growth framework, but also includes a portion of the Sedgefield neighborhood, in a Wedge.

Opportunities & Constraints

Through examination of existing conditions in the New Bern study area (see Appendix), opportunities to build upon and constraints to overcome were identified. The New Bern study area stands out among South Corridor station areas because of its fairly urban development pattern and unique industrial character. The study area also has significant potential for redevelopment due to the momentum moving south from South End and the prevalence of assembled land. The study area is challenged by its relatively poor pedestrian environment and existing land uses that do not generate transit activity.

Vision

The desired future for the study area is highlighted in the following vision statement:

The New Bern study area will become one of a series of vibrant, high density nodes along the South Corridor. Within its boundaries, there will be three discrete areas:

- **Transit Station Area**: The core of the study area will transform into a pedestrian-oriented, Transit Station Area made distinctive by its unique blend of old renovated warehouses and new urban developments.
- **General Corridor Area**: The area between the Transit Station Area and I-77 will include a range of uses appropriate for a Growth Corridor. Existing light industrial and warehouse uses are expected to remain. Existing multi-family areas may remain or redevelop with higher density housing. This area will be made more attractive and convenient with improved landscaping and site design.
- **Wedge Neighborhood Area**: The charm and residential character of the existing Sedgefield neighborhood will be maintained.

Land Use and Community Design

The plan contains a number of recommendations related to Land Use and Community Design within each of the three areas noted in the vision statement, The recommendations, shown on Map 3, include:

Transit Station Area

- Promote mix of transit supportive land uses in Transit Station Area, generally within 1/2 mile of the station.
- Provide for active, ground floor, non-residential uses such as retail or office, at key locations.
- Create park at entrance to Transit Station, and ensure view of station through new adjoining development.
- Ensure that new development adjacent to Sedgefield neighborhood provides good transition.
- Orient development to multi-use trail.

General Corridor Area

- Maintain locations for light industrial and warehouse uses.
- Locate a limited amount of local retail at South Tryon Street and Remount Road.
- Maintain the single family neighborhood along Miller Street and Chicago Avenue.
- Support Moderate Density Residential Use of Southside Homes, Brookhill Village, and the industrial property on Tremont Avenue, under specific criteria; ensure that redevelopment retains street network and tree canopy, and provides appropriate height and density transition.

Wedge Neighborhood Area

- Maintain single family portion of Sedgefield consistent with existing land use and zoning.
- Support Moderate Density Residential Use of Sedgefield Apartments under specific criteria; ensure that redevelopment retains street network and tree canopy, and provides appropriate height and density transition.
- Maintain moderate density residential along Belton Street.
- Make adjustments to South Growth Corridor boundary.

Transportation and Streetscape

Transportation recommendations address proposed new streets and enhancements to existing streets to make them more pedestrian and bicycle friendly. The recommendations, shown on Map 4, include:

- Provide new street connections at key locations. Maintain and enhance existing street network as redevelopment occurs. Consider limited number of new grade crossings of rail line at key locations.
- Eliminate sidewalk system gaps in Transit Station Area, and in sidewalk connections to the residential areas.
- Improve sidewalk system along major thoroughfares, and in General Corridor Area.
- Enhance pedestrian and bicycle crossings at key locations; pursue mid-block crossings.
- Add bicycle lane on Hartford Avenue.
- Site new development to allow for future addition of bicycle lanes on thoroughfares.

Streetscape Cross-Sections

The standards in this section supplement requirements in TOD zoning districts, as well as TS, PED, UMUD, MUDD, NS, UR, and other urban zoning districts that may be established. This section recommends future cross sections for streets, and identifies building setbacks and streetscape standards based on the ultimate curbline location. The standards will be met by developers who undertake new development or major renovation in the study area.

Based on the City's *Urban Street Design Guidelines,* future cross-sections have been determined for streets, as well as the rail frontage, within the study area. Map 5 shows the location for each type. The following street types are recommended for the plan area:

- **Avenue**: 4-lane divided, & 2-lane divided
- **Main Street**
- **Office/Commercial Street**- wide
- **Local Residential Street**- wide
- **Rail Frontage/Multi-Use Trail**

Infrastructure and Environment

The core of the study area includes an older built-out industrial area as well as some strip commercial. Its infrastructure may require augmentation for more intense new uses. The plan recommendations include:

- Encourage burying of overhead utility lines.
- Create park at entrance to Transit Station, and other small urban open spaces.
- Make street trees a feature of all streets, and reduce impervious surfaces.
- Design new buildings to reduce stormwater runoff and improve water quality.

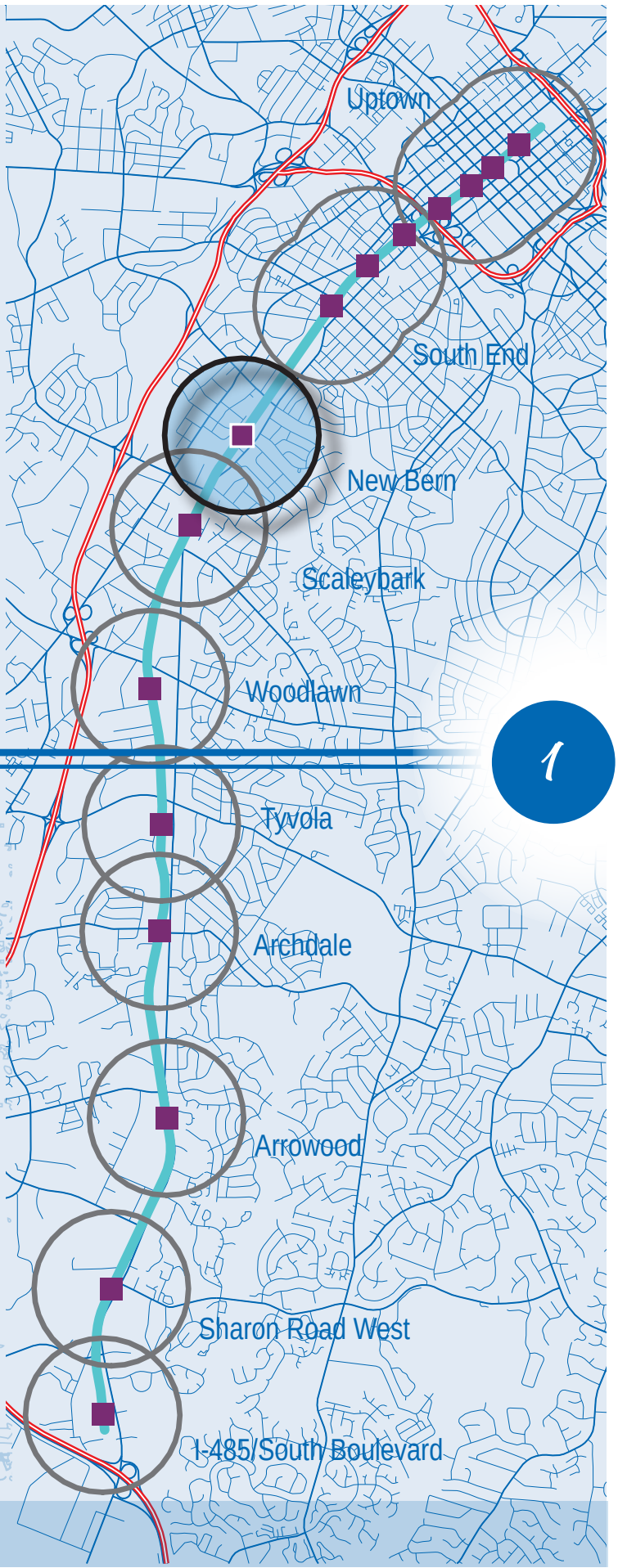
Implementation Plan

The Implementation Plan recommends projects to implement the policy recommendations of the Concept Plan. Because the Implementation Plan is not adopted by elected officials, it is a guide, not a commitment. The Implementation Plan recommends a number of sidewalk improvement and street connection projects, as well as corrective rezonings as shown on Map 6.

Volume 1:

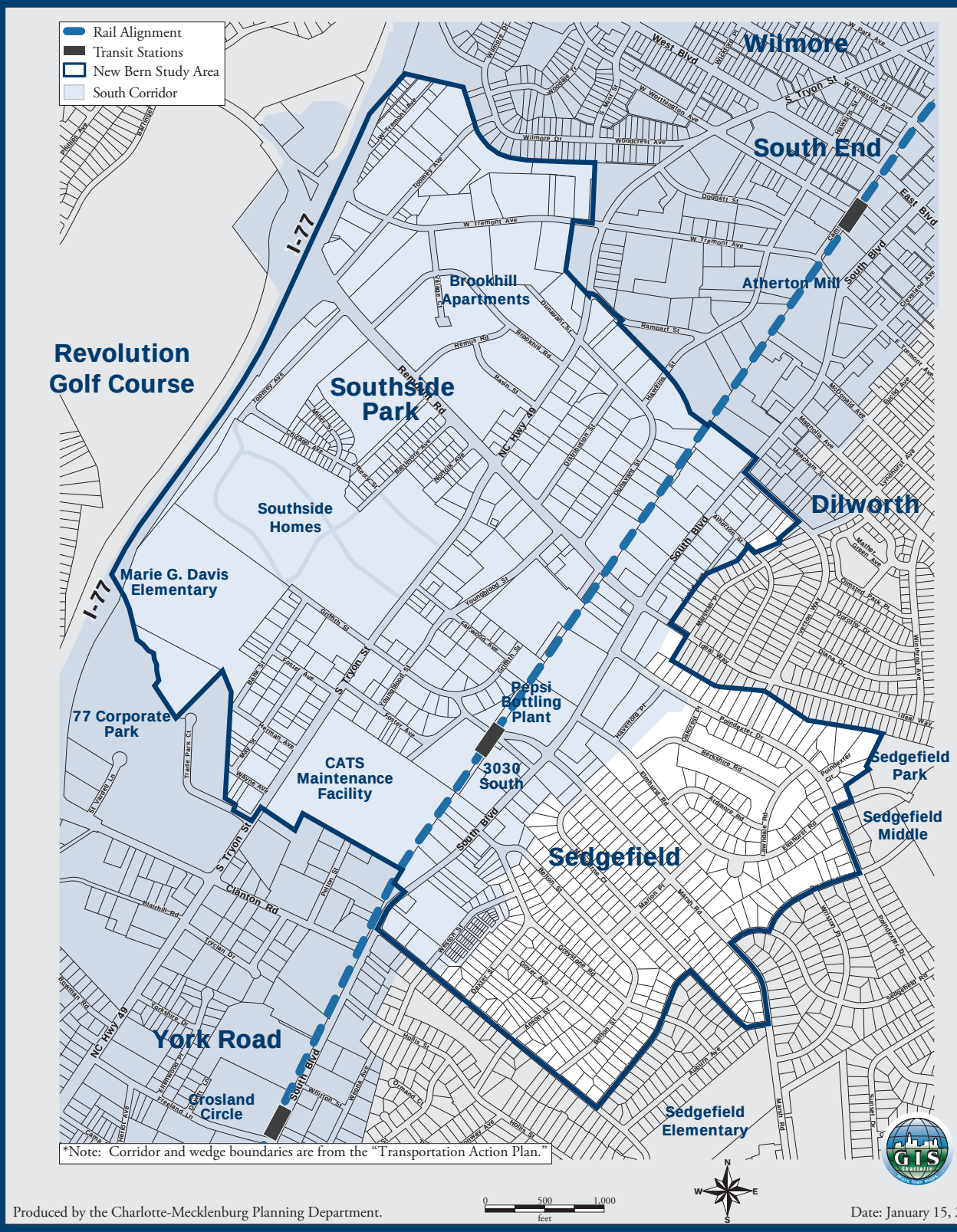
Concept Plan

1



New Bern Transit Station Area Plan

Map 1: Study Area within Corridor Context



Study Area Context

The New Bern Transit Station is the eighth station heading south from Center City along the South Corridor Light Rail Transit (LRT) line, also known as the LYNX Blue Line. The first four stations are in the Center City. The next three station areas, just to the north of New Bern, are covered in the *South End Transit Station Area Plan*.

This document is the first of a series of plans for the station areas extending south from South End. The plan is divided into the Concept Plan, the Implementation Plan, and an Appendix containing a thorough review of existing conditions. The Concept Plan is the only section of the plan adopted by City Council. The Concept Plan:

- Defines the growth and development vision for the area surrounding the New Bern LRT station;
- Makes recommendations for land use, transportation, urban design, and other development-related topics;
- Updates the Centers, Corridors and Wedges boundaries for the plan area from those initially outlined in the Transportation Action Plan; and
- Serves as the official streetscape plan for the station area once the Concept Plan is adopted.

Planning Process

Initial planning for the New Bern study area began in conjunction with planning for the South Corridor LRT line. A community planning and urban design consulting firm and an interdepartmental staff team, led by Planning Department staff, held public meetings to gather initial input from area residents and property owners. The staff team and consultants developed plan recommendations based on citizen input, the area context, and guidance from a number of City Council adopted policies.

Prior to adoption of the plan, staff will hold additional public meetings with area residents and property owners to present the plan recommendations and to receive feedback. The next step of the process will be presentation to the Planning Committee of the Charlotte-Mecklenburg Planning Commission who will hear citizen comments and make a recommendation to the Charlotte City Council. The City Council will also hear citizen comments and make a final decision concerning adoption of the plan.

More detailed information on the background, purpose, and process for developing this and other station area plans can be found in the companion document, *Introduction to the South Corridor Station Area Plans*.

Plan Boundaries

The New Bern transit station is located on the South Corridor light rail line at New Bern Street and is directly west of the Pepsi Cola bottling plant located on South Boulevard at New Bern Street. It functions as a Neighborhood Station, meaning it serves pedestrians coming from a 1 mile radius around the station, with the support of bus connections. As a Neighborhood Station, it is designed to fit within the existing community fabric, and is surrounded by numerous Transit Oriented Development (TOD) redevelopment opportunities.

This plan addresses the properties within approximately ½ mile of the New Bern Transit Station. (See Map 1.) For contextual purposes, the boundaries of the New Bern Transit Station Area Plan cover an area larger than the transit station area, defined as the properties recommended for TOD and located within a ¼ to ½ mile walk of the station.

The plan area is bisected by the light rail line, is bounded on the west by I-77 and also includes major streets such as South Boulevard, South Tryon Street and Remount Road. The larger plan area falls primarily within the South Growth Corridor but also includes a portion of a Wedge as defined by the Centers, Corridors and Wedges growth framework. The boundaries are shown on Map 1; they follow existing zoning and block configurations.

The Transit Station Area is the primary focus of this plan. This area will be the most influenced by - and have the ability to influence - the success of the LRT line. The plan also addresses portions of the Sedgefield neighborhood, as well as areas within the South Growth Corridor but outside of the station area, primarily between South Tryon Street and I-77.

3030 South is an example of transit oriented development pushing south from South End.

Southside Homes and Brookhill Apartments add housing diversity to the New Bern study area.

Opportunities and Constraints

Review of the existing conditions reveals a number of opportunities and constraints to transforming the core of the study area into a transit supportive environment. Success will depend upon effectively dealing with the constraints and capitalizing on opportunities, described below.

For a complete discussion of existing conditions, see the Appendix of this document.

Opportunities

- **Improved Environment:** Currently, the core of the study area has few trees and minimal landscaping, which results in higher amounts of stormwater run-off. In addition, industrial activities have caused some contamination of the land. As the study area redevelops, there will be a significant opportunity to improve the quality of the environment through remediation and site design.
- **Assembled Land:** Despite a large number of small parcels in the study area, land assembly has already begun. Forty six percent of the land in the study area is owned by just eleven entities. Most of the large ownerships are held by government agencies; however a significant portion is owned by private parties. Assembled land allows for larger scale development to occur.
- **Potential Ridership Base:** The New Bern study area has a stable population of people that travel to and from it daily. The residential neighborhoods of Southside Park and Sedgefield are home to 3,200 residents - many within walking distance of the Transit Station - that may be able to use the light rail transit line to make daily trips.
- **Redevelopment Momentum:** A 2003 market study by Charles Lessor & Company found that the New Bern study area had the strongest market for redevelopment in the South Corridor, outside South End. This momentum pushing south from South End has already manifested itself in a handful of successful projects, such as 3030 South, which embody the City's principles for Transit Station Areas. There is an opportunity for the market in New Bern to shoulder additional transit supportive land uses and design.
- **Housing Diversity:** The New Bern study area currently has considerable diversity in the type and cost of its housing stock. The single family homes in the Sedgefield neighborhood are more expensive, whereas the multi-family units in Sedgefield Apartments, the Southside Homes public housing complex and Brookhill Village Apartments provide a more affordable living alternative. The opportunity exists to maintain the diversity and affordability of housing in New Bern and to make it unique, in this sense, along the South Corridor.

- **Urban Development Pattern:** The small lots and well-connected street network give the New Bern study area a fairly urban character. This urban framework can be more easily transformed into a transit oriented environment than the more suburban context of the stations further down the transit line.
- **Ability to Accommodate Growth:** While the development pattern around the New Bern station is relatively urban, the land is not currently used to its fullest potential. With redevelopment, the study area has the potential to accommodate higher density uses, desired for a Transit Station Area.
- **Protected Residential Uses:** Using lot orientation and street separation, the development pattern in New Bern has historically protected single family residences from the sights and sounds of nearby industrial and commercial uses. These same features will continue to protect residential areas from the higher intensity uses desired in the heart of the Transit Station.
- **Industrial Character:** The cluster of post-war, single story brick buildings in the heart of the study area lends a unique identity to New Bern, similar to the distinctiveness the oak tree canopy brings to the neighborhoods. In redeveloping the study area, the opportunity exists to preserve - and build upon - these special traits.

Constraints

- **Station Visibility:** The New Bern Transit Station is tucked behind the existing Pepsi Cola bottling plant. Consequently, those traveling along the study area's major thoroughfares are less likely to see the station. To some extent the station area's success is linked to its visibility. Its hidden location is an obstacle to be overcome; however, redevelopment of the Pepsi plant could provide an opportunity to improve station visibility.
- **Poor Pedestrian Environment:** The streetscapes in the industrial and commercial districts of the study area are uninviting to pedestrians. With intermittent narrow sidewalks, absent planting strips and street trees, multiple curb cuts, and poor lighting, the streets are currently more oriented to vehicular travelers than pedestrians. Since all transit trips begin and end as walking trips, the need to improve the pedestrian environment is critical.
- **East-West Mobility:** Improving accessibility from east to west for all types of travelers is an important challenge in the study area. The width and traffic volumes on South Boulevard and South Tryon Street, along with the rail line, currently make east-west travel difficult.
- **Lack of Open Space:** Southside Park is the New Bern study area's only public open space. The 11-acre park is somewhat removed from the heart of the station area, although it has good access to Remount Road and I-77. Additional open space, consistent with an urban form of design, is desirable in the station area.
- **Infrastructure Capacity:** The ability of the station area's infrastructure to support high density redevelopment and capacity of the other utility systems is not known. To ensure that the station area will be able to support the new, higher-density development recommended by this plan, a detailed infrastructure analysis is needed.
- **Existing Land Use, Density and Design:** The heart of the station area does not currently contain the type of uses, density or site design to support transit. Warehouse and industrial uses do not provide the services or environment desired by transit riders and densities are too low to cultivate a critical mass of people. Stressing appropriate uses, densities and design as redevelopment occurs will be key to creating a successful station area.

The New Bern Transit Station is located behind existing industrial properties. ;

Vision

The New Bern study area will become one of a series of vibrant, high density nodes along the South Corridor. Within its boundaries, there will be three discrete areas:

- **Transit Station Area**: The industrial core of the study area will transform into an easily accessed, pedestrian-oriented, transit station area made distinctive by its unique blend of old renovated warehouses and new urban developments.
- **General Corridor Area**: The area between the Transit Station Area and I-77 will include a range of uses appropriate for a Growth Corridor. Existing light industrial and warehouse uses which characterize New Bern are expected to remain. Existing multi-family areas may remain or redevelop with higher density housing. This area will be made more attractive and convenient with improved landscaping and site design.
- **Wedge Neighborhood Area**: The charm and residential character of the existing Sedgefield neighborhood will be maintained.

Map 2 illustrates the development concept for the New Bern plan.

Goals

To achieve this vision, the following goals have been identified for the New Bern study area. The goals draw on adopted, or in-progress, City policies, many of which were discussed in the *Introduction to the South Corridor Transit Station Area Plans*.

1. **Land Use:** Accommodate higher density uses that support the various transportation systems of the Corridor, while protecting the fabric of residential neighborhoods and maintaining affordable housing.

2. **Community Design:** Create a high quality urban environment by enhancing the identity of the station area, creating attractive streetscapes, building on the synergy of public infrastructure investments, and respecting the character of the neighborhoods.

3. **Transportation:** Improve the accessibility and capacity of the transportation system by removing barriers to pedestrian, transit, bicycle, and vehicle mobility, and by increasing connectivity.

4. **Infrastructure/ Public Facilities:** Provide the infrastructure and public facilities needed to support growth in the Corridor.

5. **Environment:** Improve the quality of New Bern's environment, while continuing to accommodate growth, by replenishing the tree canopy, reducing stormwater run-off, and remediating contaminated sites.

The vision and goals serve as the basis for the recommendations in the chapters that follow.

Attractive streetscapes are a desired feature of the station area.

New residential development near the station.

New Bern Transit Station Area Plan

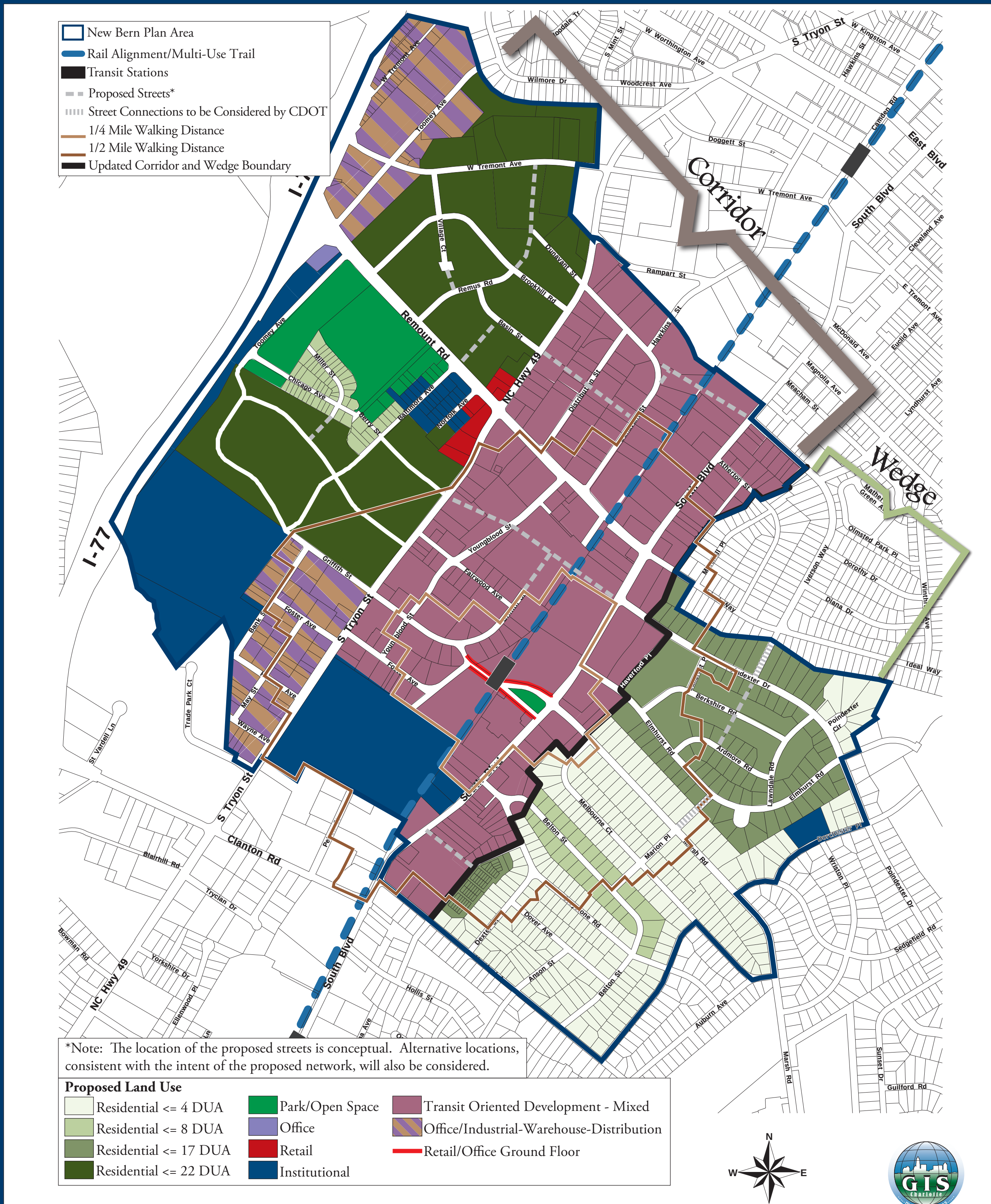
Map 2: Concept Plan

Produced by Charlotte-Mecklenburg Planning Department.

Date: June 2008

New Bern Transit Station Area Plan

Map 3: Recommended Future Land Use



Produced by the Charlotte-Mecklenburg Planning Department.

Date: February 06, 2008

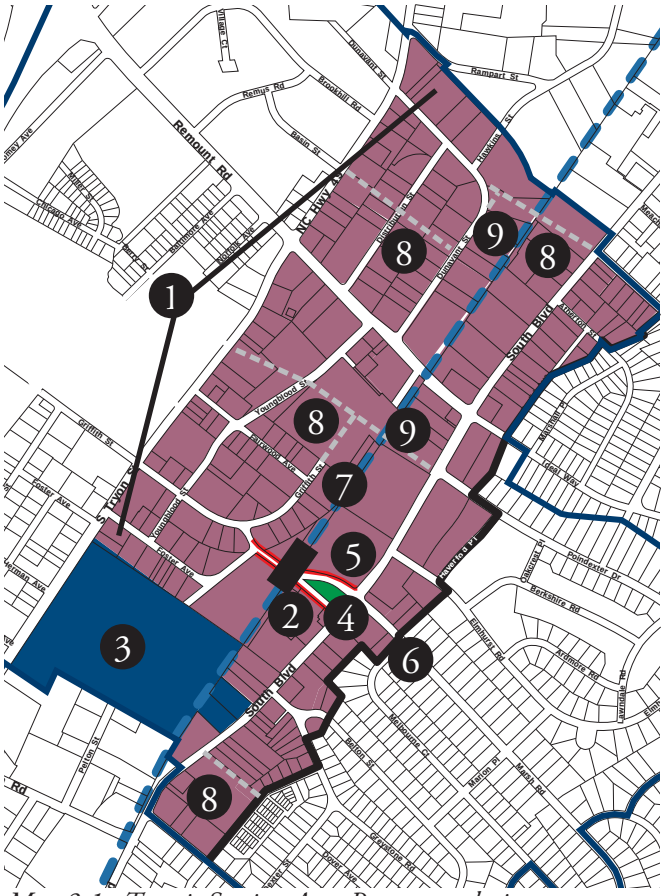
Land Use and Community Design

This chapter sets forth land use and community design recommendations to achieve the vision and goals for the New Bern plan area. An overview of the proposed street network is also included.

This chapter divides the 566-acre area into three distinct districts:

- **Transit Station Area**, the portion of the South Growth Corridor that surrounds the New Bern light rail station;
- **General Corridor Area**, which includes interchange and general land use areas of the South Growth Corridor; and
- **Wedge Neighborhood Area**, which is a part of the Wedge area just east of the South Growth Corridor.

The land use recommendations are shown on Map 3. The general location for each recommendation is noted on the map extracts within each section, using the item numbers below. The recommendations also are cross referenced using the item numbers in the Implementation Section of this plan.



Map 3.1: Transit Station Area Recommendations

Transit Station Area

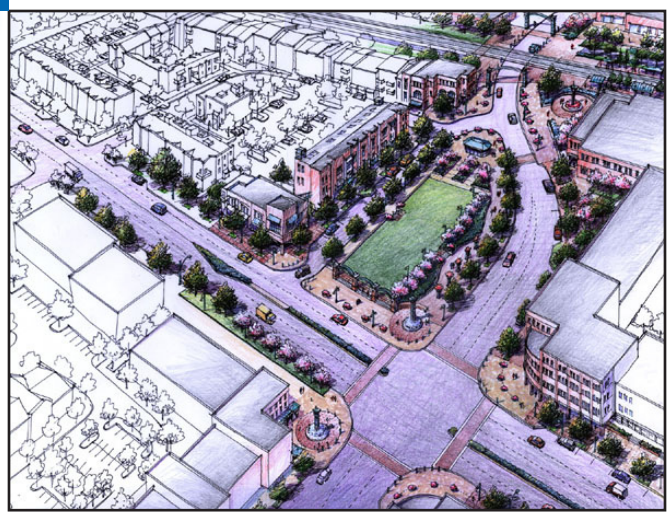
The Transit Station Area is located at the heart of the larger study area. The station area is home to a wide array of post-war industrial and warehouse buildings which create a character distinct from other South Corridor station areas. The following recommendations aim to preserve that identity, while transforming it into a vibrant, urban environment.

Land Use and Community Design

1. **Promote a mix of transit-supportive land uses** (residential, service-oriented retail, civic, office) within the Transit Station Area. This can occur either through new development or reuse of existing industrial structures.

   - For new development with the Transit Station Area, ensure that uses, intensity, site and facade design, and transportation elements are consistent with the *Transit Station Area Principles* outlined in the *Introduction to South Corridor Station Area Plans*.
   - For adaptive reuse of existing industrial structures along the west side of the tracks, the design should take advantage of the unique character of the buildings.
   - Design new development to support pedestrian activity.

Higher density transit supportive development such as this is appropriate in the Transit Station Area.



A park at the entrance to the New Bern station would add visibility to the platform and provide open space for nearby residents.

This is an example of higher density residential development appropriate in the Station Area.

2. **Provide active ground floor non-residential uses, such as retail or office,** along New Bern Street and Rail Crossing Lane. To be most accessible to transit users, design these ground floor uses to include clear glass windows and doors, as well as entrances that front on and connect to the sidewalk.

3. **Reflect the CATS vehicle maintenance facility** as an institutional use in the Transit Station Area.

4. **Create a park at the entrance to the New Bern Transit Station** to add visibility to the station platform and serve as a public gathering space adjacent to the station.

5. **Ensure that the redevelopment of the Pepsi site** includes an open space that will provide a view corridor from South Boulevard to the New Bern LRT station.

6. **Ensure that development adjacent to the Sedgefield neighborhood provides a good transition** from the low scale neighborhoods to the taller buildings at the core of the station area. In addition, ensure that building and site design for development across the street from single family housing in Sedgefield is compatible with the existing housing.

7. **Orient new development to the multi-use pedestrian and bicycle trail along the LRT line.** This includes providing active ground floor uses and entrances along the trail.

Supporting Street Network

8. **Provide new street connections** needed to create typical block lengths of 400 feet desired, or 600 feet maximum, as shown on Map 3. These connections are the highest priority for the plan area. Specifically, extend the following streets:

   - Poindexter Drive from South Boulevard to South Tryon Street,
   - Griffith Street from Fairwood Avenue to the future Poindexter Drive extension,
   - Basin Street from South Tryon Street to Dunavant Street,
   - Iverson Way from South Boulevard to Dunavant Street, and
   - An additional connection between South Boulevard and Weston Street south of Greystone Road.

   It should be noted that this map provides a conceptual representation of the desired street network. It is not specific to any particular property, and may require adjustments to address site conditions as future developments are proposed. An alternative but comparable network, consistent with the intent of providing connectivity, will be considered.

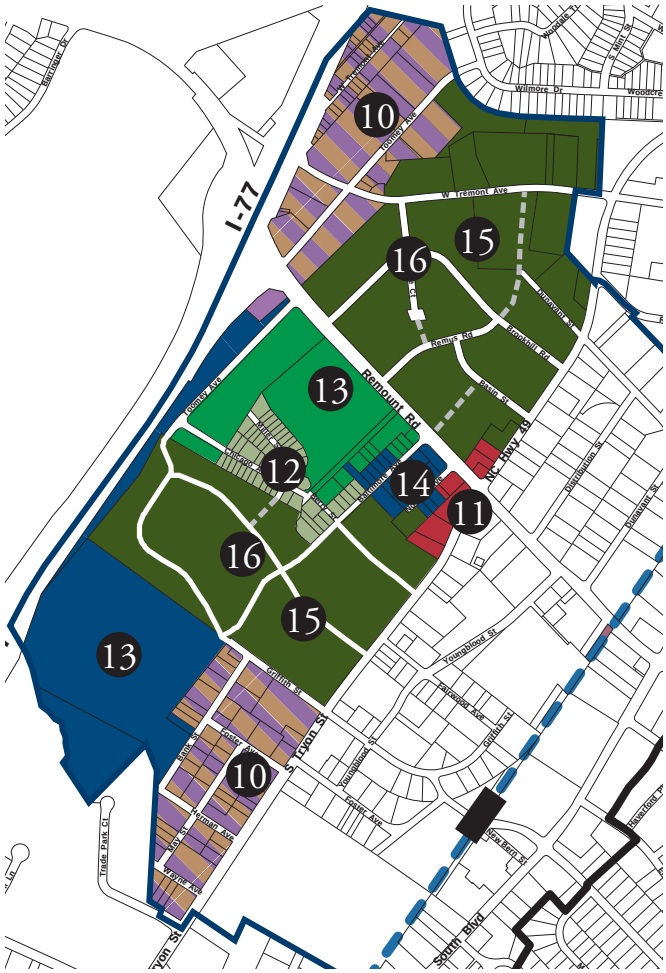
9. **Consider new grade crossings of the rail corridor** at Poindexter Drive and Iverson Way. These potential crossings should be thoroughly studied to assess the impact on the LRT line, the transportation system and the area's economic development potential.

General Corridor Area

The section of the study area between South Tryon Street and I-77 is located within the larger South Growth Corridor, but is outside of the core New Bern Transit Station Area. It has interstate access from Remount and Clanton Roads and includes a range of uses designed to take advantage of its interstate access. These include moderate density housing, civic/institutional facilities, and office/industrial development.

Land Use and Community Design

10. **Maintain locations for low to moderate intensity light industrial and warehouse uses and office development** with easy interstate access in the plan area, providing potential relocation opportunities for uses that may need to relocate as the area immediately around the New Bern LRT station redevelops. The block between Griffith Street, Foster Avenue, Bank Street, and South Tryon Street could be converted to TOD if all properties are consolidated for development.



Map 3.2: General Corridor Areas Recommendations
New Bern Transit Station Area Plan

Local serving retail development at ground level, with possible residential or office development above, would serve the General Corridor Area.

11. **Locate a limited amount of local serving, pedestrian oriented retail development** (no more than 25,000 square feet) on the west side the intersection of South Tryon Street and Remount Road. The retail can be located in either the ground floor of a mixed-use building or as free standing retail. It will serve both the residential and office development in the core Transit Station Area, as well as the residents of Brookhill Village and Southside Homes. The design of the retail should allow for easy pedestrian access from both sides of South Tryon Street, with limited parking between the retail and the street.

12. **Maintain the existing, predominantly single family, housing** along Miller Street, Chicago Avenue, and Baltimore Avenue. Should all property owners come together to sell the land, the property should be redeveloped at a density not to exceed 22 dwelling units per acre (dua). If redeveloped, the existing street system should remain or be replaced with a comparable network that ties into adjacent properties. In addition, new development should be designed to orient toward the park, and should provide pedestrian connections to the park.

13. Maintain **Marie G. Davis School** as an institutional/civic use, and **Southside Park** as park and open space.

14. Maintain the **Bethlehem Center** property as an institutional/civic use. If this property is sold for redevelopment, it should be developed with residential at a density of up to 22 dua. New development should retain Baltimore Avenue.

The Brookhill Village Apartments property.

15. Support Moderate Density Residential Use of the **Southside Homes** property, the **Brookhill Village Apartments** site, and the industrial/ warehouse property along **Tremont Avenue** at an average density not to exceed 22 dua. In the event of redevelopment, density increases up to 30 dua for most of the property, and TOD development for the land between Baltimore Avenue, South Tryon Street, Griffith Street, and Remount Road, should be considered if the following criteria are met:

    - Usable park/open space is provided;
    - A significant low to moderate income housing component in accordance with Council-adopted Affordable Housing Policies is included in a mixed income environment;
    - A mixture of housing types is provided;
    - Existing mature trees are preserved; and
    - The Residential Design Guidelines in the *General Development Policies* are met.

    While much of the industrially zoned property along Tremont Avenue is currently vacant, a few properties are occupied by ongoing businesses. These properties should retain their industrial zoning to allow them to continue as-of-right operations until such time as they are proposed for redevelopment.

Supporting Street Network

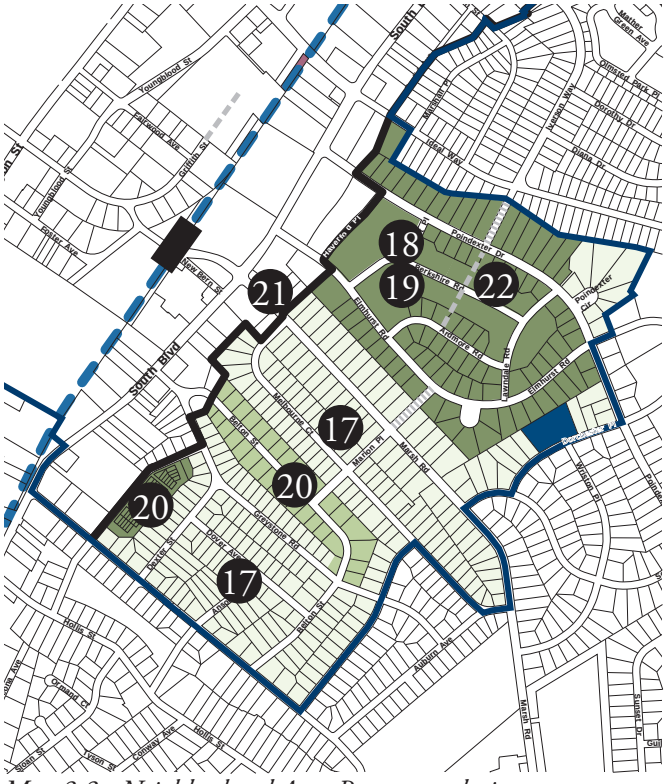
16. Maintain and enhance the existing street networks in **Southside Homes and Brookhill Village Apartments** and the adjoining property as shown on Map 3 when redevelopment occurs. It should be noted that this map provides a representation of the desired street network and may require adjustments to address site conditions. An alternative but comparable network consistent with the intent of providing connectivity will also be considered.

Wedge Neighborhood Area

The Sedgefield neighborhood is located in a Wedge, on the east side of the Transit Station Area. This neighborhood includes single family and multi-family housing, as well as civic uses. The following recommendations are designed to protect the predominantly low density residential character of the neighborhood, while allowing for redevelopment in selected locations.

Land Use and Community Design

17. **Maintain the single family portion of the neighborhood** at up to 4 dua, consistent with existing land use and zoning.



Map 3.3: Neighborhood Area Recommendations

The Sedgefield single family neighborhood should be preserved.

The Sedgefield Apartments property has tree canopy and street network that should be preserved.

18. **Support Moderate Density Residential Use of the Sedgefield Apartments**, at an average density of 17 dua. In the event of redevelopment, the area closest to South Boulevard, and the area in the central portion of the site, should be developed with the highest intensity, with lower densities at the edge of the site adjacent to single family neighborhoods. Residential TOD development for the land within the 1/2 mile walk distance to the New Bern Station should be considered if the following criteria are met:

    - Usable park/open space is provided;
    - A significant low to moderate income housing component in accordance with Council-adopted Affordable Housing Policies is included in a mixed income environment;
    - A mixture of housing types is provided;
    - Existing mature trees are preserved; and
    - The Residential Design Guidelines in the *General Development Policies* are met.

19. **Ensure that redevelopment of the Sedgefield Apartments retains** many of the existing mature trees, incorporates the existing street network or a comparable network, and provides a height and density transition from higher density development at the core of the development to the single family housing around the periphery of the site. In addition, new development should be designed to include some of the unique features of this historically significant site. New development plans also should be consistent with the Residential Design Guidelines in the *General Development Policies*.

20. **Maintain moderate density residential** at up to 8 dua along Belton Street where there are currently duplexes, and at densities up to 17 dua along Weston Street where the Scaleybark Station multi-family housing is located.

21. Through adoption of this plan, **adjust the official boundary between the South Growth Corridor and the adjacent Wedge** to the east to be consistent with the boundary shown on Map 3.

Supporting Street Network

22. **Maintain the existing street network for the Sedgefield apartments, and enhance the network** by extending Iverson Way to Ardmore Road in conjunction with redevelopment of the Sedgefield Apartments, as shown on Map 3. It should be noted that this map provides a representation of the desired street network and may require adjustments to address site conditions. An alternative but comparable network consistent with the intent of providing connectivity will also be considered.

Transportation and Streetscape

Transforming the existing streets into an attractive and functional multi-modal street network is critical to the success of the plan area, especially the area around the LRT station where transit-oriented development in planned. Providing a well-connected street network is important throughout the study area to facilitate mobility choices and minimize congestion.

In conjunction with the establishment of the LRT line, the City made a number of improvements to the New Bern Street network through the South Corridor Infrastructure Program (SCIP). This chapter recommends additional transportation improvements for the plan area for new streets, street cross-sections and streetscape elements.

Transportation/Street Design Recommendations

This section outlines transportation recommendations addressing both proposed new streets and enhancements to existing streets to make them more pedestrian and bicycle friendly. These include both City sponsored capital improvements, as well as improvements that will be required in conjunction with new development and redevelopment.

The general locations of the recommendations are noted on Map 4. The recommendations also are cross referenced using the item numbers in the Implementation section of this plan.

Street Network

23. **Provide new street connections** in the Transit Station Area, as discussed in item 8 in the Land Use Section. Street connections in the Transit Station Area are the highest priority for this Plan, as these are needed to support high density development and to provide additional travel routes.

24. **Consider new grade crossings of the rail corridor** at Poindexter Drive and Iverson Way, as discussed in item 9.

25. Maintain and enhance the existing street network for the **Southside Homes and Brookhill Village Apartments** sites, as discussed in item 16.

26. **Increase connectivity in the Sedgefield neighborhood** by connecting Iverson Way to Ardmore Road, as discussed in item 22.

Sidewalks

27. **Eliminate gaps in the sidewalk system within the Transit Station Area.** While sidewalk improvements have been made through the City sponsored South Corridor Infrastructure Program (SCIP), many sidewalk gaps remain in the Transit Station Area. To handle the level of pedestrian activity anticipated in the station area, gaps in the sidewalk system, particularly those along Griffith Street, Foster Avenue, Youngblood Street, and Fairwood Avenue, as shown on Map 4, should be eliminated as new development occurs. New sidewalks and planting strips should be built to the specifications of the streetscape cross-sections on the following pages.

28. **Eliminate gaps in the sidewalk system leading from the residential areas** to the Transit Station. The existing residential areas on either side of the New Bern Transit Station Area provide a large base of potential transit riders. Gaps in the sidewalk system which leads to the transit station should be eliminated to promote pedestrian access to the LRT station. Specific sidewalk projects include: Marsh Road, Poindexter Drive, Elmhurst Road, Ideal Way, Greystone Road, and Griffith Street. The boundaries are shown on Map 4.

29. **Widen sidewalk system along major thoroughfares.** Currently, New Bern's major thoroughfares have sidewalks on both sides of the streets. However, many of these sidewalks are only 5 feet wide, which is not consistent with the recommended width found in the Streetscape Standards on the pages following. Additionally, planting strips which separate pedestrians from vehicular traffic ar lacking. This plan recommends widening the sidewalks and adding planting strips along South Tryon Street, Remount Road and South Boulevard within the study area boundaries.

30. **Improve the sidewalk network in the General Corridor Area.** As the streetscape cross-sections recommend, new development and redevelopment should install sidewalks on all streets. West Tremont Avenue, Toomey Avenue, May Street

The pedestrian system along South Boulevard typically lacks a planting strip, and the sidewalk width is inadequate.

Recent improved sidewalk and planting strip at 3030 South Boulevard provides greater pedestrian safety.

and Foster Avenue are high priority areas for sidewalk improvements, even if redevelopment does not occur.

Pedestrian Crossings

31. **Enhance pedestrian and bicycle crossings across South Boulevard, South Tryon Street, and Remount Road**. Many of New Bern's thoroughfares are difficult for pedestrians and bicyclists to cross due to factors such as traffic volume, traffic speed, width of lanes, frequent turning movements, and distance between signalized cross walks. The SCIP program has already made improvements to three of the most difficult crossing points – Griffith Street at South Tryon Street, Marsh Road at South Boulevard, and Remount Road at South Boulevard. This plan recommends adding enhanced crossings, as shown on Map 4. In the station area, these include:

    - South Tryon Street at Remount Road,
    - South Tryon Street at Poindexter Drive, when Poindexter Drive is extended to South Tryon Street;
    - South Boulevard at Poindexter Drive, when Poindexter Drive is extended across South Boulevard, and
    - South Boulevard at Iverson Way, when Iverson Way is extended across South Boulevard.

    Enhanced crossings may include a combination of vehicle traffic signals, pedestrian countdown signals, painted or textured cross walks, ADA curb ramps, and pedestrian refuge islands in the median.

32. **Pursue mid-block pedestrian crossing of Remount Road**. Due to high traffic volumes and speeds, it is currently difficult for pedestrians to cross Remount Road in the Southside Park neighborhood area. This plan recommends consideration of an enhanced crossing at Remus Road, as shown on Map 4, to allow residents of Brookhill Village Apartments to access Southside Park safely.

Bicycle Accommodations

33. **Add a designated bicycle lane to Hartford Avenue**. To tie into the bicycle lanes recommended throughout the station area (shown on Map 4), a bicycle lane along Hartford Avenue between Mayfield and South Boulevard in the Sedgefield neighborhood is recommended.

34. **Site new development to allow future addition of bicycle lanes on thoroughfares**. This plan recommends the long-term installation of bicycle lanes in the station area along South Boulevard, South Tryon Street, and Remount Road as shown on Map 4.

Multi-Use Trail

35. **Enhance the multi-use trail running parallel to the LRT line**. A multi-use trail running from Tremont Avenue to Clanton Road, primarily on the west side of the LRT line, was constructed as part of SCIP. As new development or redevelopment occurs, the trail should be added on the east side of the tracks and should be improved on the

west side of the tracks, consistent with the cross-section recommendations found on the pages following.

36. As the trail is constructed through the development process, **fill critical gaps** where development is not occurring to facilitate travel to the Transit Stations.

Street Lighting

37. **Install Pedestrian Scale Lighting** in key locations. Typical streetlights illuminate the roadway, but do not provide significant lighting for the pedestrian area of a street. Pedestrian scale lighting is shorter in height than streetlights and focuses on lighting sidewalk areas. It should be installed in the public right-of-way, with special attention to Griffith Street, New Bern Street, and Marsh Road.

Streetscape Standards

Streets are more than just pathways to and through a place. Streets are one of the most highly visible types of urban places. As the entrance and exit to a community, streets have the ability to set the tone for the surrounding environment.

The streetscape cross-sections on the following pages are essential to "setting the tone" for the type of setting desired in the plan area. The cross sections have been developed in accordance with the *Urban Street Design Guidelines* (USDG), adopted by City Council in October 2007. The cross-sections set forth:

- Required building setbacks,
- Streetscape, sidewalk, and street tree requirements, and
- Future character of the streets regarding the number of lanes, bicycle, pedestrian and transit accommodations and provisions for on-street parking.

When this plan is approved, the streetscape standards specified herein will become the official "Streetscape Plan" for the study area, as referred to in the zoning standards for a number of the City's urban zoning districts. As such, all new development on sites zoned TOD, TS, PED, UMUD, MUDD, NS, UR, or other urban zoning districts that may be established must be designed in accordance with these standards. The specifications in the cross-sections are based on typical conditions and may vary based upon further study and in unique circumstances.

Note that these cross-sections are not plans for immediate road improvements, but many are recommended long-term changes. Improvements such as on-street parking, streetscape enhancements, and sidewalk installation typically will be implemented through private redevelopment, although the City may fund minor improvements. New streets also typically will be implemented through private development, while major improvements to existing streets generally will be constructed by the City.

Street Cross-Sections

Based on the City's *Urban Street Design Guidelines,* the future cross-sections have been determined for streets, as well as the rail frontage, within the New Bern study area, with the exception of the Sedgefield neighborhood, where little change to existing streets is expected. The following street types are recommmended for the plan area:

- **Avenue**: Four lane divided, and two-lane divided
- **Main Street**
- **Office/Commercial Street - Wide**
- **Local Residential Street - Wide**
- **Rail Frontage/Multi-Use Trail**

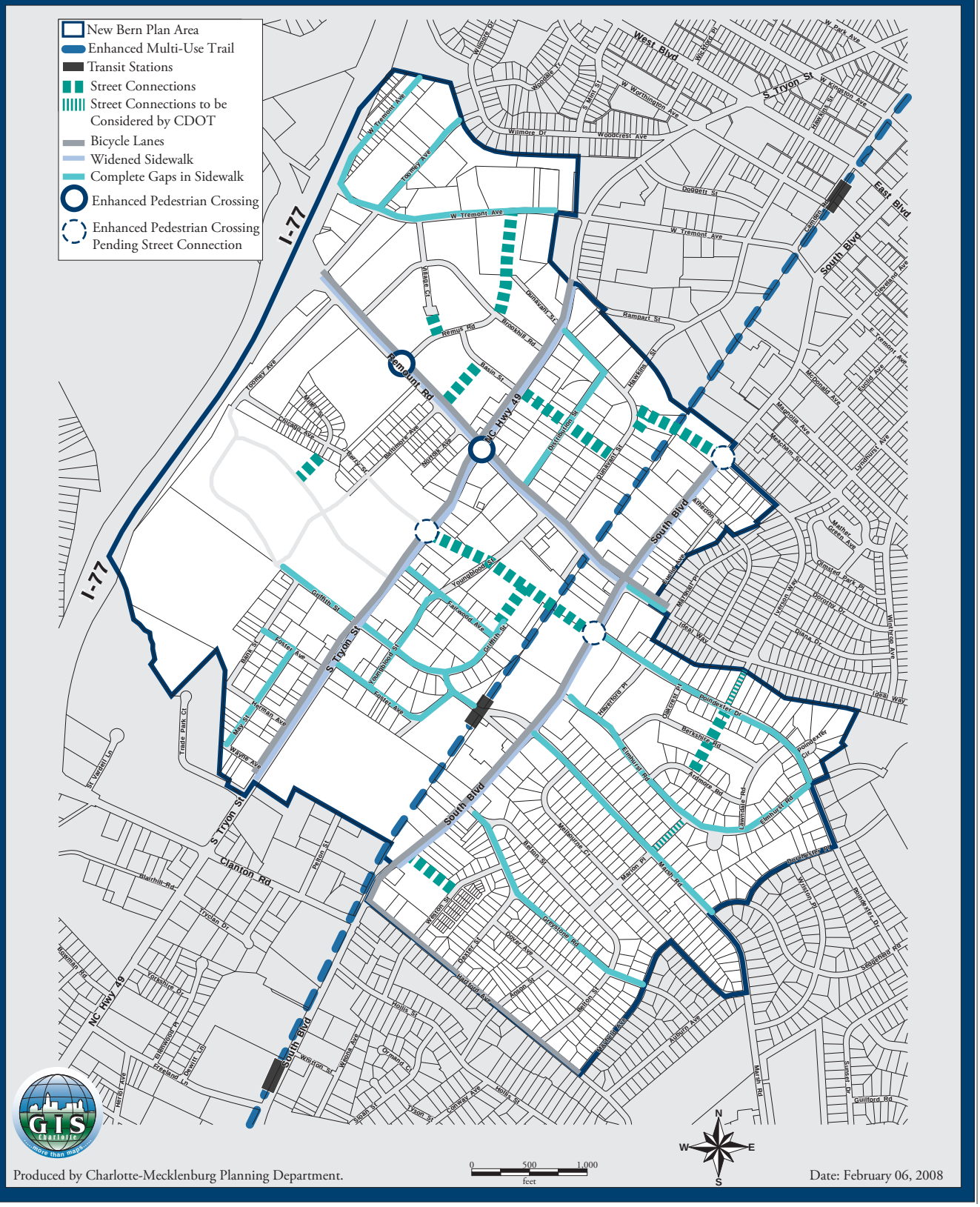
Map 5 shows the desired location for each of these street types. Consult this map to identify the recommendation for a specific street, then refer to the matching cross-section on the following pages. Streets within neighborhood areas slated for preservation are intended for preservation as well, so new cross sections for these areas are not provided.

Avenue - Four Lane Divided

Description: The Avenue is the most common (non-local) street type in Charlotte, providing access from neighborhoods to commercial areas, between areas of the city, and, in some cases, through neighborhoods. It is designed to provide a balance of service for all modes of transportation, including accessibility for transit, pedestrians, and bicyclists in addition to carrying significant automobile traffic.

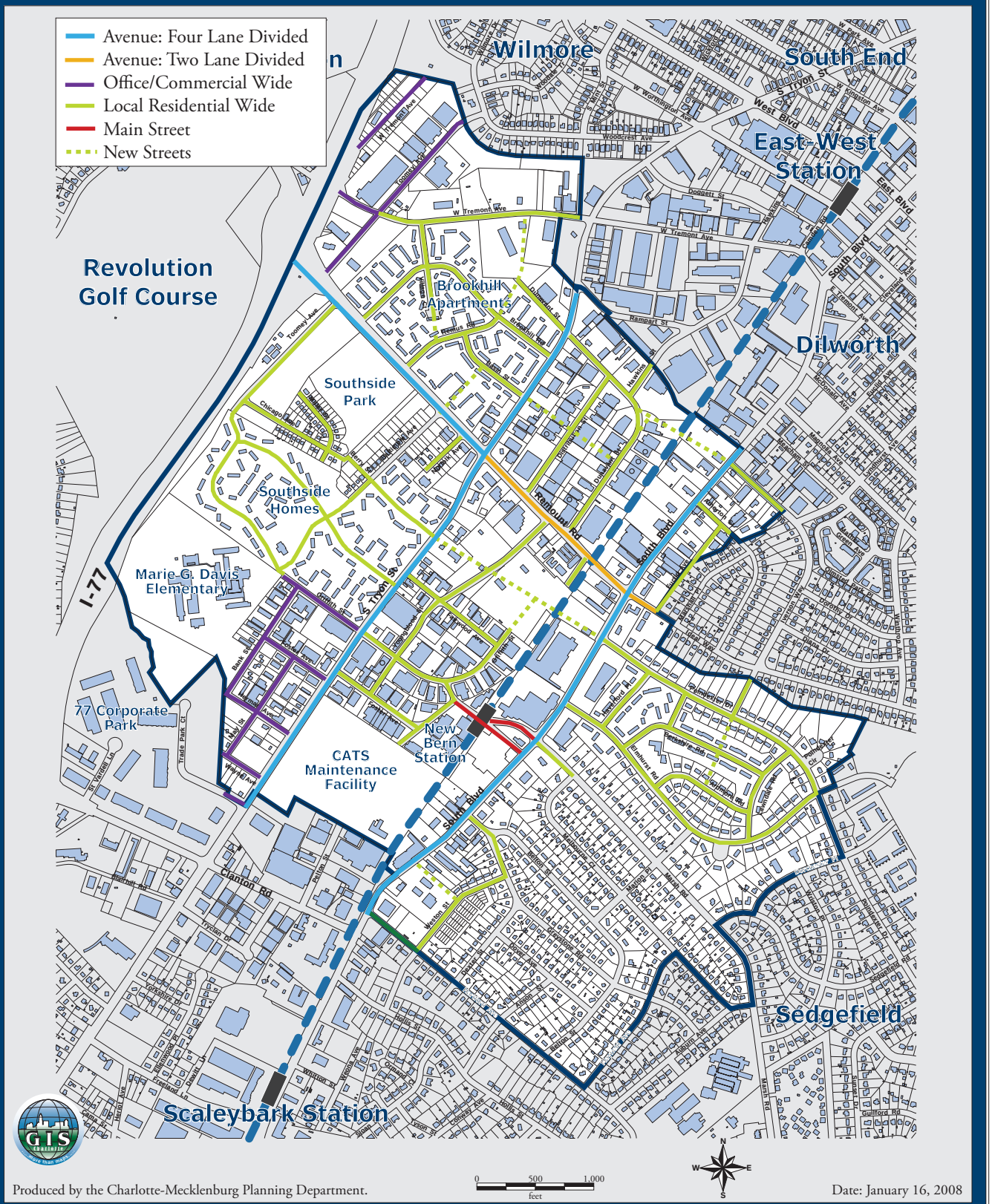
New Bern Transit Station Area Plan

Map 4: Future Transportation Network



New Bern Transit Station Area Plan

Map 5: Streetscape Cross Section Key



(Avenue - Four Lane Divided, continued)

Land Use: The land use will vary; within the plan area the desired uses will be typically medium to high density mixed use and residential.

Situation: The major thoroughfares in the study area are classified as Avenues. The four lane divided type is recommended for South Boulevard, South Tryon Street, and the segment of Remount Road extending from South Tryon Street to I-77. The proposed cross-section will allow these streets to continue to perform an important mobility function for motorists, as well as to support safe and comfortable pedestrian and bicycle travel.

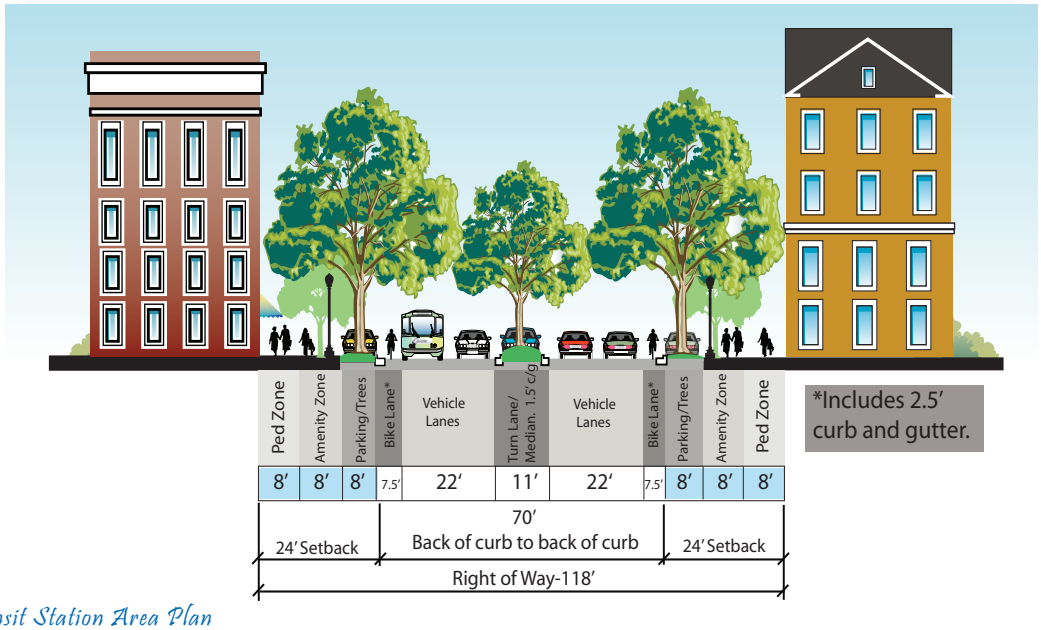
Existing Condition: These streets typically have two lanes in each direction; some are widened for left turn lanes near intersections. Right of way is typically 60 feet. South Tryon Street is 80 feet south of Foster Avenue; Remount Road has wider variable right of way.

Proposed Curb to Curb: Recommended width is 70 feet from back of curb to back of curb; right of way is 118 feet.

- Two travel lanes and bike lane in each direction.
- Continuous center lane for left turns and pedestrian refuge; to include mid-block landscaped pedestrian refuge islands in some locations.

Behind the Curb: Minimum building setback is 24 feet from back of (unrecessed) recommended curb. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance.

- Planting strip or recessed on-street parallel parking serve as buffer from traffic to pedestrians on sidewalk. The recessed parking is required in all locations feasible under CDOT standards, with intermittent planter islands to break up parking into bays no more than 100 feet in length. Planting strip with trees is required in all other situations. South Tryon Street is a state highway, and current state regulations do not permit on-street parking. If circumstances change in the future such that on-street parking would be allowable, on-street parking would be required for further development projects per zoning standards.
- Amenity zone provides supplemental tree planting location. Trees in the amenity zone should be planted in curbed planters. The amenity zone also provides additional paved area for street furniture, paved access to on-street parking, and merchandising purposes.
- Ped zone is the usual location for the clear sidewalk. Where there is no on-street parking and planting strips are in place, the clear sidewalk can be pushed into the amenity zone location and the ped zone can be used for landscaping, sidewalk dining, or paved merchandising purposes. Encroachments into the ped zone for features such as steps and open porches are allowed in accordance with the zoning ordinance, but encroachments at grade may not reduce the clear sidewalk to less than 8 feet.



New Bern Transit Station Area Plan

Avenue - Two Lane Divided

Description: The Avenue is the most common (non-local) street providing access from neighborhoods to commercial areas, between areas of the city, and, in some cases, through neighborhoods. It is designed to provide a balance of service for all modes of transportation, including accessibility for transit, pedestrians, and bicyclists in addition to carrying significant automobile traffic.

Land Use: The land use will vary; within the plan area the desired uses will be typically medium to high density mixed use and residential.

Situation: This Avenue cross section is narrower than the four-lane divided version used on other streets in the study area. It is recommended for the portion of Remount Road between South Boulevard and South Tryon Street. The proposed cross-section will allow this street type to continue to perform an important mobility function for motorists, as well as to support safe and comfortable pedestrian and bicycle travel.

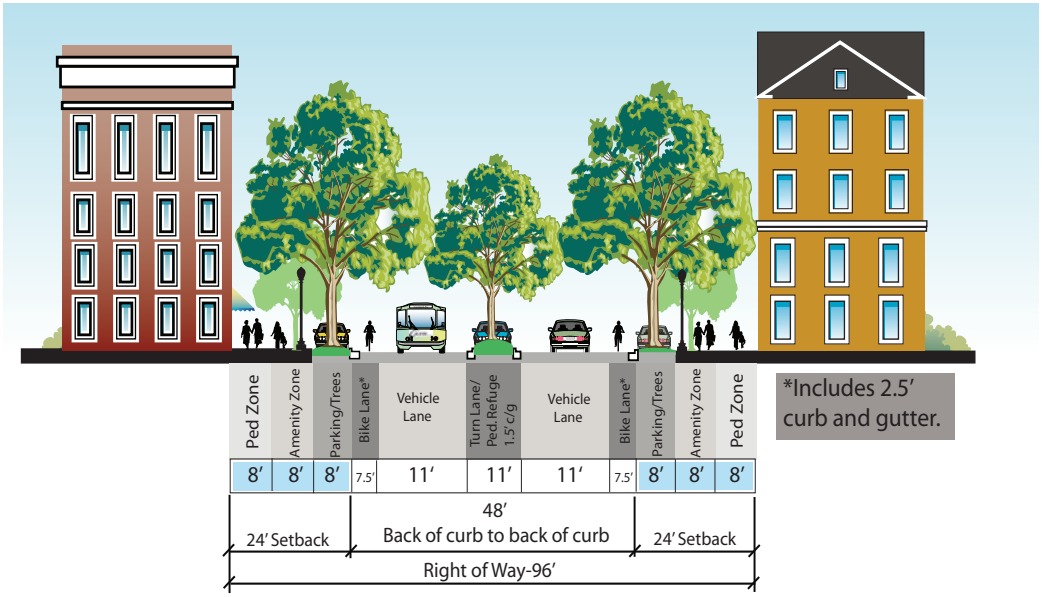
Existing Condition: This street has two lanes in each direction, with left turn lanes near intersections, and some landscaped median. Right of way is variable, generally 80 feet or wider.

Proposed Curb to Curb: Recommended width is 48 feet from back of curb to back of curb; right of way is 96 feet.

- One travel lane and bike lane in each direction.
- Continuous center lane for left turns and pedestrian refuge; to include mid-block landscaped pedestrian refuge islands in some locations.

Proposed Behind the Curb: Minimum building setback is 24 feet from back of (unrecessed) recommended curb. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance.

- Planting strip or recessed on-street parallel parking serve as buffer from traffic to pedestrians on sidewalk. The recessed parking is required in all locations feasible under CDOT standards, with intermittent planter islands to break up parking into bays no more than 100 feet in length. Planting strip with trees is required in all other situations.
- Amenity zone provides supplemental tree planting location. Trees in the amenity zone should be planted in curbed planters. The amenity zone also provides additional paved area for street furniture, paved access to on-street parking, and merchandising purposes.
- Ped Zone is the usual location for the clear sidewalk. Where there is no on-street parking and planting strips are in place, the clear sidewalk can be pushed into the amenity zone location, and the ped zone can be used for landscaping, sidewalk dining, or paved merchandising purposes. Encroachments into the ped zone for features such as steps and open porches are allowed in accordance with the zoning ordinance, but encroachments at grade may not reduce the clear sidewalk to less than 8 feet.



Main Street

Description: Main Street is a "destination" street that provides access to and functions as a center of civic, social, and commercial activity. Development along main streets is dense and focused toward the pedestrian realm.

Land Use: In the plan area, the desired land use is typically medium to high density mixed use with ground level retail.

Situation: Main streets are recommended in the heart of the station area, at New Bern Street and Rail Crossing Lane between South Boulevard and Griffith Street. Here, pedestrians receive the highest priority of all the transport modes. To accommodate pedestrian traffic, a wide pedestrian zone and an amenity zone are recommended.

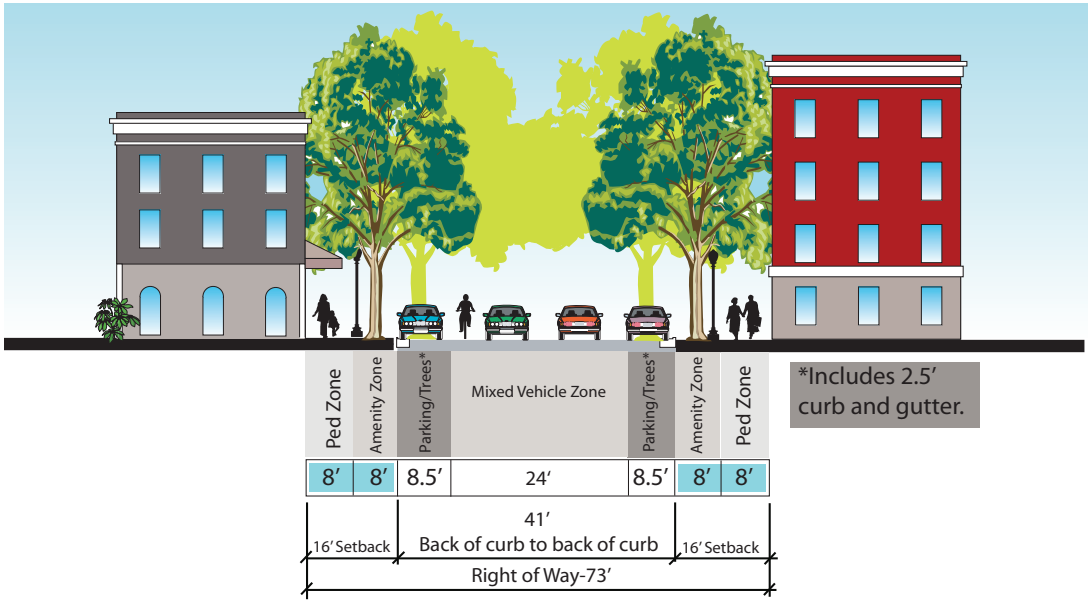
Existing Condition: These streets have one lane in each direction with variation in turn lane and parking arrangement. Right of way varies from 50 feet upward.

Proposed Curb to Curb: Recommended width is 41 feet from back of curb to back of curb; right of way is 73 feet.

- One travel lane in each direction shared with bicyclists.
- Widening for left turn lane on New Bern Street intersection with South Boulevard, consistent with existing condition.

Proposed Behind the Curb: Minimum building setback is 16 feet from back of recommended recessed curb. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance.

- Planting strip or recessed on-street parallel parking serve as buffer from traffic to pedestrians on sidewalk. The recessed parking is required in all locations feasible under CDOT standards, with intermittent planter islands to break up parking into bays no more than 100 feet in length.
- Amenity zone provides supplemental tree planting location. Trees in the amenity zone should be planted in curbed planters where planting strip is not in place. The amenity zone also provides additional paved area for street furniture, paved access to on-street parking, and merchandising purposes.
- Ped zone is the usual location for the clear sidewalk. Where there is no on-street parking and planting strips are in place, the clear sidewalk can be pushed into the amenity zone, and the ped zone can be used for landscaping, sidewalk dining, or paved merchandising purposes. Encroachments into the ped zone for features such as steps and open porches are allowed in accordance with the zoning ordinance, but encroachments at grade may not reduce the clear sidewalk to less than 8 feet.



Office / Commercial Street - Wide

Description: Local streets provide access to residential, industrial, commercial, or mixed-use development. The majority of Charlotte's streets are classified as local streets and are typically built through the land development process.

Land Use: In the study area, the land use along these streets is typically office, warehouse/industrial, and retail development with an auto orientation. It may include medium density mixed use development.

Situation: The office/commercial streets are recommended in the portion of the General Corridor Area that is intended for non-residential uses. Office/commercial streets are appropriate because they provide basic pedestrian amenities while allowing for reasonable vehicular access and speeds.

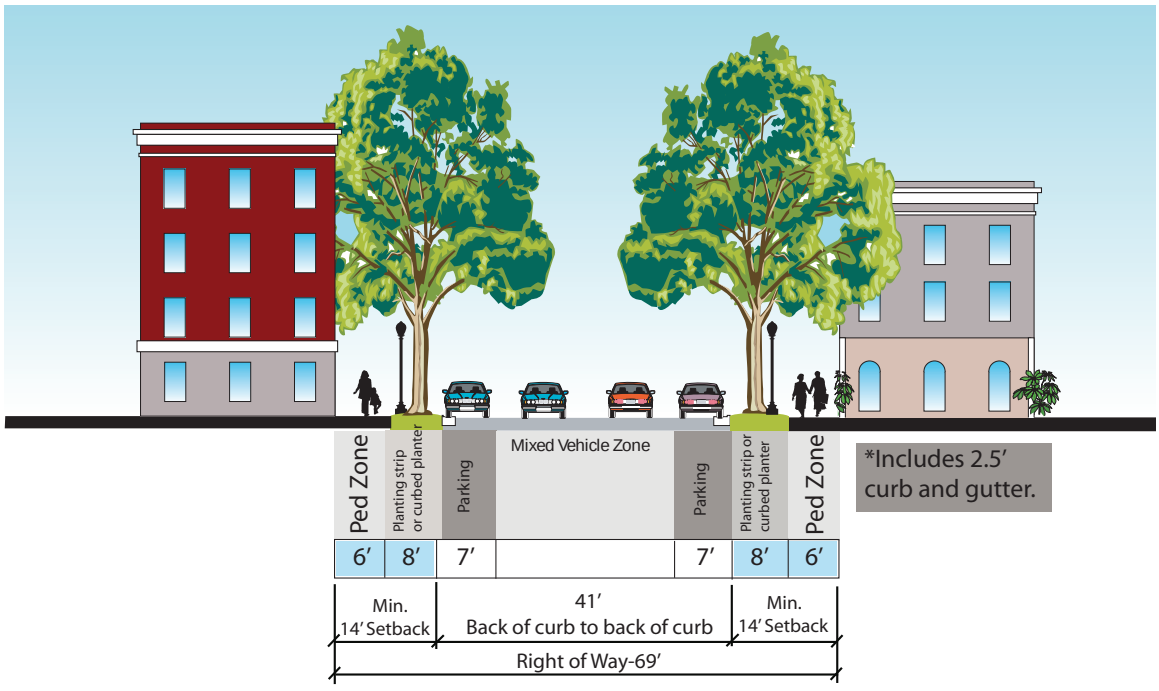
Existing Condition: These streets have one lane in each direction; some have on-street parking. Right of way is typically 50 feet.

Proposed Curb to Curb: Recommended width is 41 feet from back of curb to back of curb; right of way is 69 feet.

- One travel lane in each direction shared with bicyclists.
- On-street parking on both sides. Curb extensions may be used to narrow street width at intersections and other locations where on-street parking is not appropriate.
- Widening for left turn lanes onto South Tryon Street may be required in accordance with CDOT standards.

Proposed Behind the Curb: Minimum building setback is 14 feet from back of (recessed) recommended curb, or 21 feet from back of any extended curb. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance.

- Planting strip provides buffer from traffic to pedestrians on the sidewalk, and a landscaping opportunity. In locations with retail frontage or other high density applications, tree planting in curbed planters, with paved amenity zone for street furniture, paved access to on-street parking, and merchandising purposes should be substituted for the planting strip.
- Ped Zone is the usual location for the clear sidewalk. Encroachments into the ped zone for features such as steps and open porches are allowed in accordance with the zoning ordinance, but encroachments at grade may not reduce the clear sidewalk to less than 6 feet.



Local Residential Street - Wide

Description: Local streets provide access to residential, industrial, commercial or mixed-use development. The majority of Charlotte's streets are classified as local streets and are typically built through the land development process.

Land Use: The land use is typically medium to high density residential, with some mixed use development.

Situation: Local residential streets are recommended in portions of the study area where residential uses higher in density than single-family are in place or expected. They also are recommended in portions of the transit station area off of the main thoroughfares where a predominance of residential development is expected. Redevelopment is anticipated, and with that high-quality neighborhood street design is desired. The local residential street cross-section is designed for low traffic speeds and a comfortable walking, cycling and living environment.

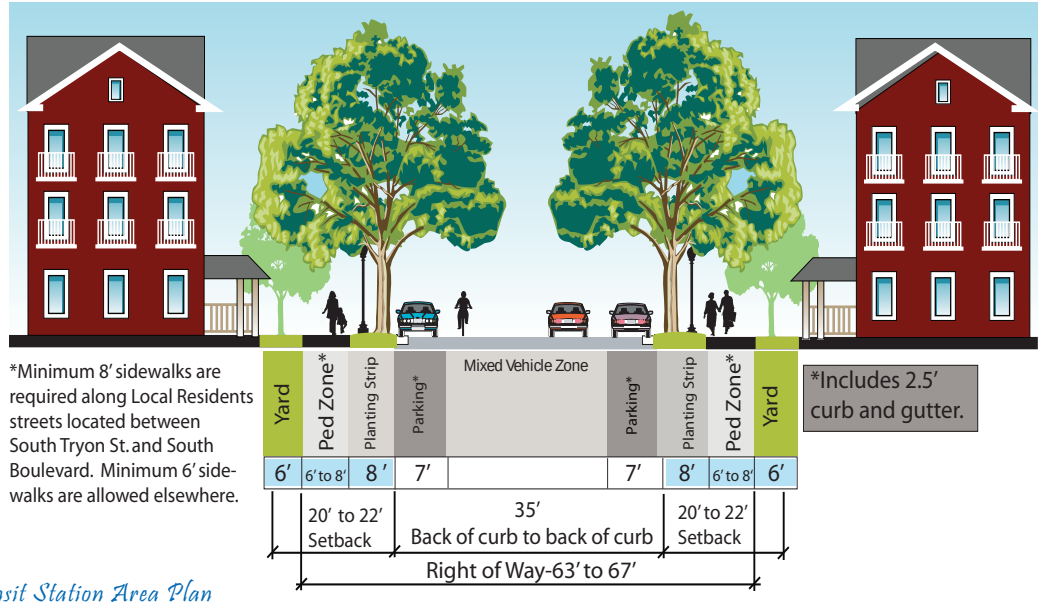
Existing Condition: These streets have one lane in each direction. Some have on-street parking. Right of way varies widely, but is typically 50 feet.

Proposed Curb to Curb: Recommended width is 35 feet from back of curb to back of curb; right of way is 63 to 67 feet, depending on the sidewalk requirement.

- One travel lane in each direction shared with bicyclists.
- On-street parking on both sides. Curb extensions may be used to narrow street width at intersections and other locations where on-street parking is not appropriate.
- Widening for left turn lanes onto South Tryon Street, South Boulevard, or Remount Road may be required in accordance with CDOT standards.

Proposed Behind the Curb: Minimum building setback is 20 to 22 feet from back of (recessed) recommended curb, or 27 to 29 feet from back of any extended curb, depending on the sidewalk width requirement. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance.

- Planting strip provides buffer from traffic to pedestrians on the sidewalk, and a landscaping opportunity. In locations with retail frontage or other high density applications, tree planting in curbed planters, with paved amenity zone for street furniture, paved access to on-street parking, and merchandising purposes should be substituted for the planting strip.
- Ped zone is the usual location for the clear sidewalk. For streets located between South Tryon Street and South Boulevard, the minimum sidewalk width is 8 feet. Elsewhere in the plan area the minimum width is 6 feet.
- The Yard area is intended to provide additional landscaping, and a buffer between sidewalk and residential uses. Encroachments for features such as steps and open porches are allowed in accordance with the zoning ordinance, but encroachments at grade may not reduce the clear sidewalk to less than the required width.
- Parcels located on streets that have existing single-family zoning designations (R-3, R-4, R-5, R-6, and R-8) either across the street, or abutting on the same side of the street, shall have a minimum setback of 30 feet.



*Minimum 8′ sidewalks are required along Local Residents streets located between South Tryon St. and South Boulevard. Minimum 6′ sidewalks are allowed elsewhere.

*Includes 2.5′ curb and gutter.

Rail Frontage / Multi-Use Trail

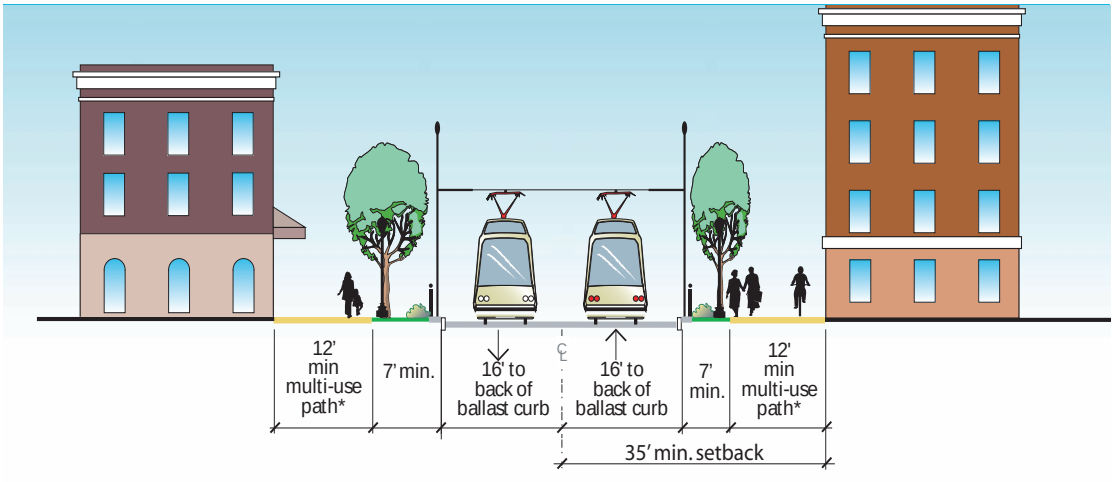
Description: The rail line is the centerpiece of the station area. The City has constructed a multi-use path running parallel to the rail line, typically on the west side. To spark activity along this pathway, adjacent development is required to front it. New development is required to enhance the path where it exists adjacent to the development site. Where the trail does not exist or is across the tracks, new development will be required to construct the trail.

Land Use: The land use is typically medium to high density mixed use, especially residential, with some ground level retail.

Existing Condition: An asphalt multi-use path has been constructed along portions of the right of way, typically along the west side of the tracks. Right of way varies, but is typically 130 feet wide. Rail corridor frontage circumstances vary widely, and generally reflect the warehouse/industrial uses presently and formerly occupying the adjoining property.

Proposed Cross Section: The innermost portion of the right of way is reserved for light rail tracks. A landscaped buffer and multi-use trail are planned beyond the tracks on both east and west sides. The trail is for use by pedestrians and bicyclists.

- The ballast curb for the light rail line typically extends 16 feet from the center line in each direction. A decorative fence should be located adjacent to the ballast curb/trackway.
- A minimum of 7 feet outward from the ballast curb is reserved for a landscaped buffer to the track. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots. Trees must be a columnar form, planted a minimum of 5 feet out from the ballast curb, and approved by CATS. Tree spacing should be consistent with spacing for street trees, as required by the Charlotte Tree Ordinance.
- The multi-use trail, a minimum of 12 feet wide, should be constructed beyond the landscaped buffer. If there is an existing asphalt trail, it should be replaced by an enhanced trail. The trail location may be required to be more than 7 feet from the back of the ballast curb due to site features such as topography, drainage, and CATS equipment. The location of this trail must be approved by CATS. The trail material must be approved by Planning and CDOT. The trail can be widened to allow emergency fire access, but should not be used as a driveway for adjacent development.
- The minimum setback from the centerline of the tracks is 35 feet or the location of the right of way line, whichever is greater. However, where the right of way line extends beyond the minimum setback required, development may be allowed to encroach into the right of way as a method of encouraging development which is consistent with the City's land use vision and if the required written agreements with CATS are completed to occupy portions of the right of way.



*Material of multi-use trail to be approved by Planning CDOT
*Location of multi-use trail to be approved by CATS

Infrastructure and Public Facilities

The core of the New Bern study area includes an older built-out industrial area, as well as auto-oriented commercial, that are recommended for higher density redevelopment. Its infrastructure, while sufficient and appropriate for its former uses, may require capacity increases for more intense new uses. The following recommendations are intended to address needs for additional or expanded infrastructure and public facilities.

Public Facility/Infrastructure Recommendations

38. **Conduct an infrastructure study to evaluate the adequacy of infrastructure (water, sewer, storm drainage) in the station area.** The ability of the station area's infrastructure to support high density redevelopment and capacity of the other utility systems is not known. To ensure that the station area will be able to support the new, higher-density development recommended by this plan, a detailed infrastructure analysis is recommended.

39. **Encourage the burying of utilities.** Overhead utility lines detract from the appearance of the station area, which in turn may impact the economic competitiveness of a project. Overhead lines also may impact development density due to required clearances from the lines. As redevelopment occurs, opportunities to relocate or bury utility lines should be pursued.

Park and Greenway Recommendations

40. **Create a park at the entrance to the New Bern Transit Station** (shown as "park/open space" on Map 3) to add visibility to the station platform and serve as a public gathering space adjacent to the station.

41. **Encourage urban open spaces in the Transit Station Area.** New developments in the area are encouraged to provide usable urban open spaces, either on-site or off-site within the station area. Desirable types of urban open spaces include pocket parks, plazas, and community gardens.

Infrastructure in older industrial areas in the Station Area may need improvements to water, sewer, and storm drainage systems, and possible relocation of overhead utility lines.

New urban open space amenities are needed to supplement Southside Park.

Environment

The New Bern study area includes a substantial area of present and former industrial development, much of which is expected to be redeveloped in the coming years. The environmental recommendations focus on means to improve air, water and land quality through the redevelopment process.

It should be noted that the establishment of dense transit oriented development within station areas is intended to improve the environment of the region by concentrating growth where it can be supported by transit and other infrastructure, by relieving the pressure for growth on outlying greenfield locations, and by reducing vehicular trips and trip lengths that otherwise would extend to the outer edge of the metropolitan area.

Environmental Recommendations

42. **Make trees a key feature of all of the plan area**. New Bern's residential neighborhoods are made distinctive by their mature tree canopy. Trees could become an identifying feature for the entire study area if they are added to streets in the Transit Station and Corridor Areas. In addition to their aesthetic value, trees help to reduce stormwater run-off, slow soil erosion, absorb air pollutants and provide shade. Where street trees currently exist in the station area, they should be maintained and replaced as necessary. In parts of the station area where street trees do not currently exist, they should be planted as part of any new development or redevelopment in accordance with the streetscape cross-sections.

43. **Design site plans for new buildings and renovations in the station area to improve water quality for stormwater run-off.** Over the last decade, innovative design solutions have been developed to address the water quality of stormwater runoff. These best practices in on-site stormwater management include the use of bioswales, rain gardens, wet ponds, etc. Because of the large amount of impervious surface area and the proximity of nearby creeks, new developments and redevelopments in the station area are encouraged to incorporate design features that improve the quality of stormwater leaving their site, consistent with the Council adopted Post-Construction Controls Ordinance.

44. **Assist property owners with remediation of sites known or perceived to have contaminated soil.** Soil contamination poses an obvious hazard to the environment; however, it can also serve as an obstacle to development. Since contamination is a potential issue in the transit station area, property owners should be encouraged to participate in the funding programs offered by the City of Charlotte to financially assist with the clean up of contaminated sites.

The tree canopy in existing neighborhoods of the plan area is an amenity to be preserved and emulated in new development.

Volume 2:
Implementation Plan

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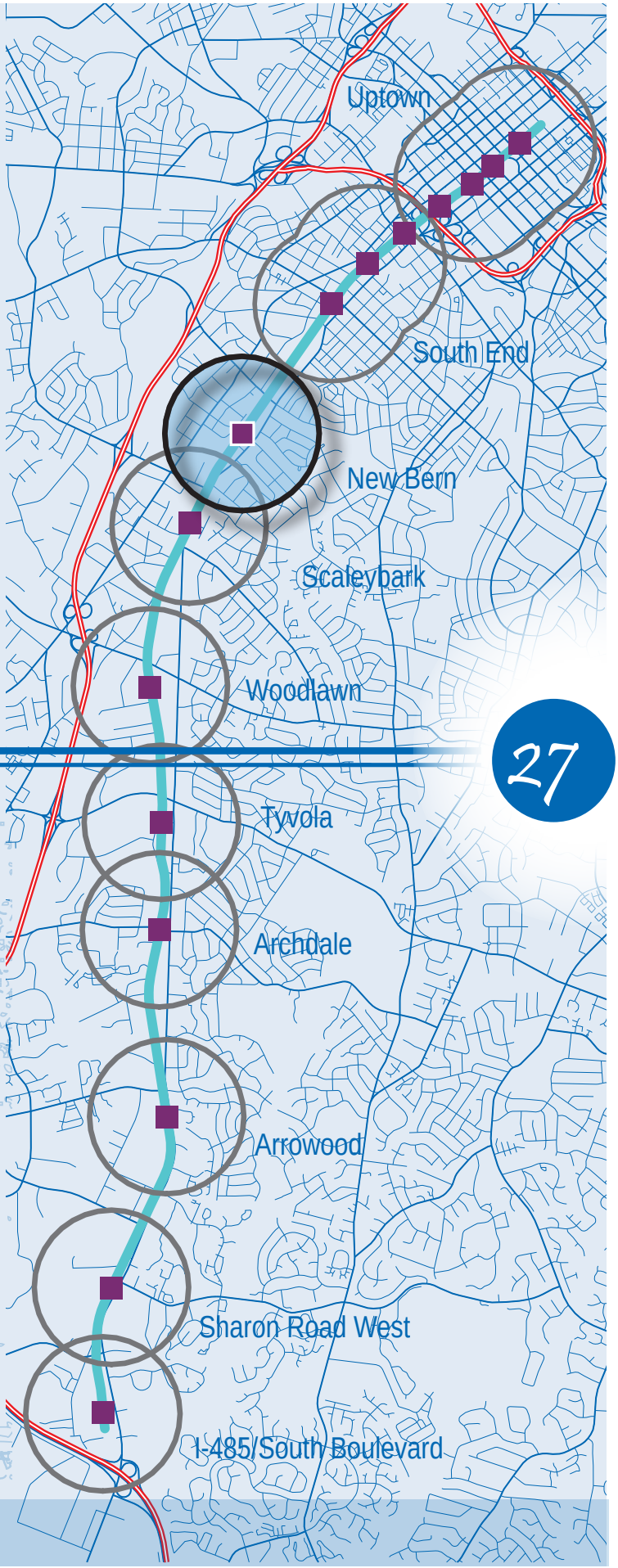
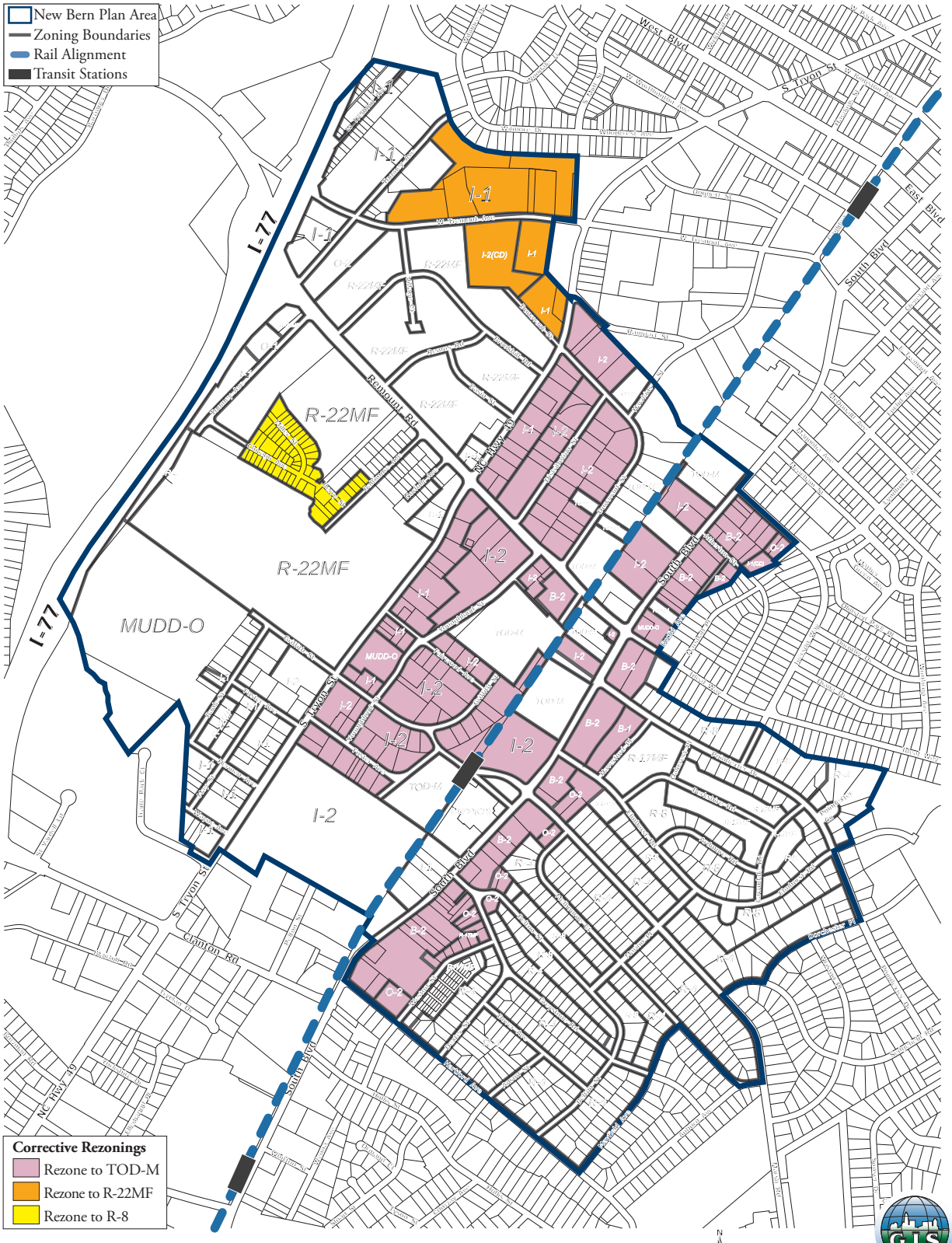


New Bern Transit Station Area Plan

Map 6: Recommended Corrective Rezonings



Implementation Plan

The recommendations of the *New Bern Transit Station Area Plan* will be implemented in a number of ways. First and foremost, all of the recommendations in the plan, once adopted, are City policy. As such, the recommendations will guide future decision-making in the study area, such as requests for rezoning and updates to the Zoning and Subdivision Ordinances.

This Implementation Plan outlines the strategies to help implement the land use, community design, transportation, and other development-oriented recommendations contained in the adopted Concept Plan. Implementation Strategies are listed on the following pages. The number of each action corresponds to the number for the recommendation in the Concept Plan. The responsible agency and possible time frame also are included.

These Implementation Strategies will not be approved by elected officials as part of the Concept Plan adoption. The strategies that require City Council approval will be brought forward on a case by case basis after the Concept Plan has been adopted and the public has had an opportunity to give input.

Because this Implementation Plan is not adopted by elected officials, the public sector sponsored items listed on the following pages are ideas for implementation, not a commitment. The projects may be revised over time; as such this Implementation Plan should be updated periodically to reflect changes and progress.

Public Sector Responsibilities

With input from the community, the public sector will provide the policy framework for land development and will be responsible for making a number of infrastructure improvements. In addition, the Charlotte-Mecklenburg Planning Department in consultation with other City and County departments is responsible for initiating and guiding the corrective rezoning process and monitoring and reviewing rezonings proposed for the plan area to ensure that future development meets the required standards and reflects the intent of the adopted policy.

Private Sector Responsibilities

The private sector will be responsible for developing and redeveloping properties within the plan area consistent with the vision, policies, and recommendations included in the Concept Plan. Ensuring that the infrastructure required in conjunction with development is provided will be part of these development responsibilities.

Corrective Rezonings

The Planning Department will initiate corrective rezonings to implement the land use vision and recommendations adopted as part of the Concept Plan. The proposed rezonings are shown on Map 6. The rezoning process will occur after the adoption of the Concept Plan.

The proposed rezonings to TOD-M may be initiated in one or more groups, or may be proposed on a case-by-case basis in order to insure that new streets and other recommendations of this plan are provided by new development.

A few of the industrially zoned properties along Tremont Avenue are occupied by ongoing businesses. These properties should retain their industrial zoning to allow them to continue as-of-right operations until such time as they are proposed for redevelopment.

Implementation Strategies

The number of each action corresponds to the number for the recommendation in the Concept Plan.

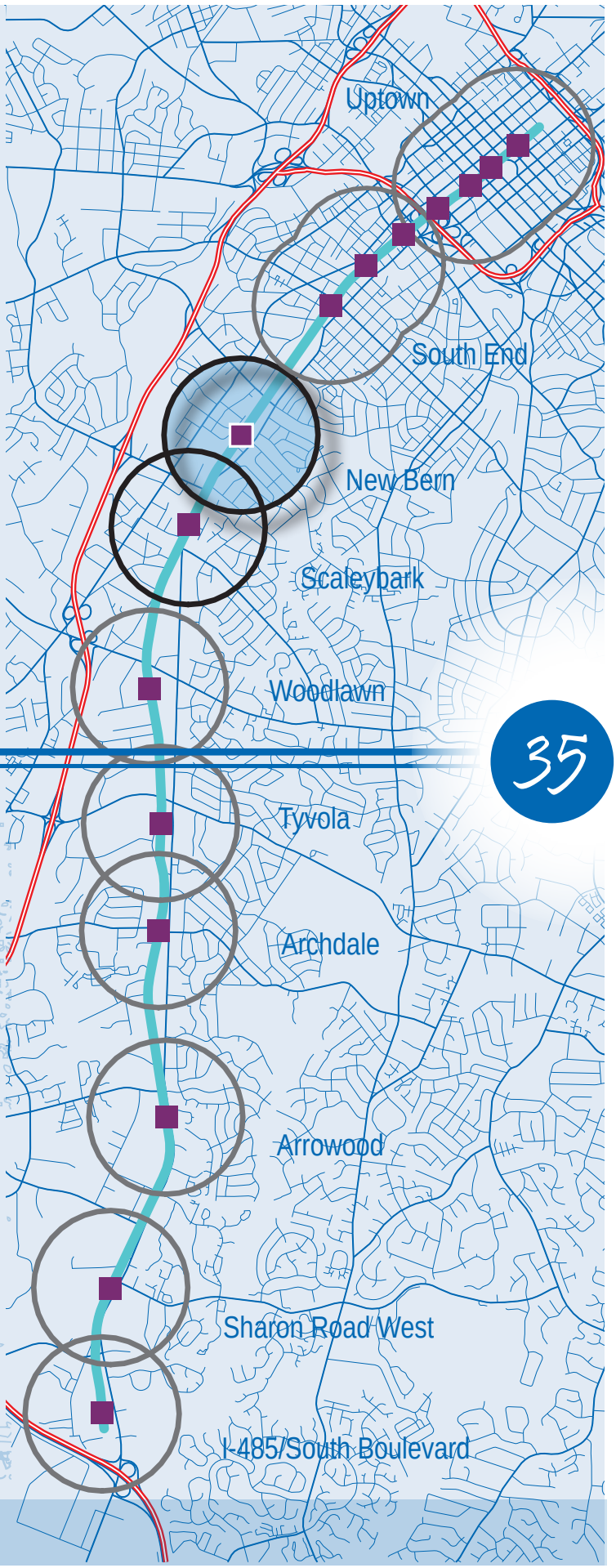
	Action Item	Type	Lead Agency	Priority
	Land Use and Community Design			
1a	Rezone area recommended for transit oriented development to TOD-M per Map 6.	Zoning	Planning	Short (0-5 yr)
1b	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
2	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
3	Not Applicable.	NA	NA	NA
4	See #40.	Park	Park & Rec	Medium (5-10 yr)
5	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
6	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
7	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
8	See # 23.	Transp.	CDOT	as devel occurs
9	See # 24.	Transp.	CDOT, Econ. Dev., CATS	as devel occurs
10	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
11	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
12a	Rezone the existing predominantly single family housing along Miller Street, Chicago Avenue, and Baltimore Avenue to R-8 per Map 6.	Zoning	Planning	Short (0-5 yr)

	Action Item	Type	Lead Agency	Priority
12b	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
13	Not Applicable	NA	NA	NA
14	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
15a	Rezone the properties adjacent to Brookhill Village Apartments and along W. Tremont Avenue to R-22 MF per Map 6.	Zoning	Planning	Short (0-5) yr
15b	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
16	See #25.	Transp.	CDOT	as devel occurs
17	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
18	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
19	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
20	Not applicable.	NA	NA	NA
21	Update Centers, Corridors & Wedges Boundaries.	Planning	Planning	Short (0-5 yr)
22	See #26.	Transp.	CDOT	as devel occurs

	Action Item	Type	Lead Agency	Priority
	Transportation and Streetscape			
23	Provide new street connections in the transit station area.	Transp.	CDOT	as devel occurs
24	Pursue new grade crossings of the rail corridor at Poindexter Drive and Iverson Way.	Transp.	CDOT, Econ. Dev., CATS	as devel occurs
25	Maintain and enhance the existing street network for the Southside Homes and Brookhill Apartments sites.	Transp.	CDOT	as devel occurs
26	Increase connectivity in the Sedgefield neighborhood by connecting Iverson Way to Ardmore Road.	Transp.	CDOT	as devel occurs
27	Eliminate gaps in the sidewalk system within the Transit Station Area	Transp.	CDOT	as devel occurs
28	Eliminate gaps in the sidewalk system leading from the residential areas to the transit station.	Transp.	CDOT	Medium (5-10 yr)
29	Widen sidewalks system along major thoroughfares consistent with the Streetscape Standards.	Transp.	CDOT	as devel occurs
30	Improve the sidewalk network in the General Corridor Areas.	Transp.	CDOT	Medium (5-10 yr)
31	Enhance pedestrian and bicycle crossings across South Boulevard, South Tryon Street, and Remount Road.	Transp.	CDOT	Medium (5-10 yr)
32	Pursue mid-block pedestrian crossing of Remount Road.	Transp.	CDOT	Medium (5-10 yr)
33	Add a designated bicycle lane to Hartford Avenue.	Transp.	CDOT	Medium (5-10 yr)
34	Site new development to allow future addition of bicycle lanes on thoroughfares.	Zoning	Planning	as devel occurs
35	Enhance the multi-use trail running parallel to the LRT line.	Transp.	Planning, CATS, CDOT	as devel occurs

	Action Item	Type	Lead Agency	Priority
36	Fill in multi-use trail gaps.	Transp.	CDOT	as devel occurs
37	Install pedestrian scale lighting.	Transp.	CDOT	Medium (5-10 yr)
	Infrastructure and Public Facilities			
38	Conduct an infrastructure study to evaluate the adequacy of underground infrastructure (water, sewer, storm drainage).	Utilities	E&PM/ CMU	Medium (5-10 yr)
39	Encourage the burying of utilities.	Utilities	Planning	as devel occurs
	Park and Greenway			
40	Create a park at the entrance to the New Bern Transit Station.	Park	Park & Rec	Medium (5-10 yr)
41	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
	Environment			
42	Make street trees a feature of all streets.	Zoning/ Tree Ord.	Planning, E&PM	as devel occurs
43	Design site plans for new buildings and renovations in the station area to reduce stormwater run-off.	Storm-water	E&PM	as devel occurs
44	Assist property owners with remediation of sites known or perceived to be contaminated.	Brownfield	Econ. Dev.	as devel occurs

Appendix:


Uptown
South End
New Bern
Scaleybark
Woodlawn
Tyvola
Archdale
Arrowood
Sharon Road West
I-485/South Boulevard

Existing Conditions

This chapter examines existing demographic, environmental, land use, design, transportation and infrastructure conditions and trends in the New Bern study area. It provides a framework for understanding the Opportunities and Constraints identified in the Concept Plan.

Demographics

According to the 2000 U.S. Census, the New Bern study area is home to approximately 3,200 residents. The majority of these residents are black (56%) and about 36% are white. As Figure A1 shows, the racial composition of the study area is not reflective of the City of Charlotte overall. The racial composition of the study area appears to be strongly influenced by the larger percentage of African American residents in the Southside Park neighborhood.

The ages of the residents in the study area are mixed - twenty-eight percent (28%) of residents are below the age of 18, while 11% are over 65. The remaining 60% are working age adults. Interestingly, the study area has a larger percentage of younger and older residents than the City as a whole.

Incomes in the New Bern area are lower than in the rest of the City. Figure A2 shows that the median per capita and household incomes for the study area are less than those in Charlotte. Residents in the New Bern study area are also more likely to live in poverty. Approximately 27% of residents in the study area had incomes below the 2000 poverty line, compared with only 11% in Charlotte.

Lastly, the residents of the New Bern study area generally have a lower level of educational attainment and higher rates of unemployment. According to the U.S. Census, the highest level of educational attainment for most of the study area population was high school graduation (approximately 26%). Another 16% graduated college with bachelors degrees or graduate/professional degrees, compared to 26% of the City's residents. This lower level of educational attainment may explain the study area's higher rates of unemployment. In 2000, 8% of study area residents were unemployed, compared to only 4% of Charlotte residents. The primary industries in which residents worked are shown in Figure A3. The largest percentage of study area residents worked in the hospitality and tourism industry.

Trends

Although the area experienced a relatively small population increase between 1990 and 2000 (5%) when compared to the explosive growth of Charlotte (27%), it is becoming more like the City of Charlotte. For example, the study area is becoming more racially diverse, as is the City of Charlotte. Wealth is increasing and poverty is declining. The study area is also becoming better

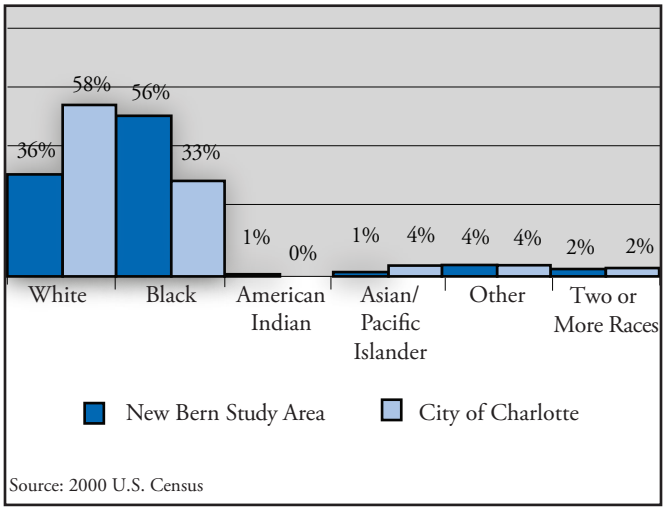


Figure A1: Comparison of Racial Composition between New Bern Study Area and City of Charlotte

	New Bern Study Area	City of Charlotte
Per Capita Income	$17,668	$26,823
Median Household Income	$30,657	$46,975
Percent of Population Below Poverty Line	27%	11%

Source: 2000 U.S. Census

Figure A2: Comparison of Income between New Bern Study Area and City of Charlotte

Figure A3: Employment of Population in New Bern Study Area by Industry

Arts; entertainment; recreation; accommodation and food services	19%	Manufacturing	7%
Educational; health and social services	15%	Other services (except public administration)	6%
Finance, Insurance, Real Estate	11%	Wholesale Trade	5%
Professional; scientific; management; administrative; and waste management services	10%	Transportation, warehousing and utilities	4%
Construction	9%	Information and Personal Services	4%
Retail Trade	8%	Public Administration	1%
		Agriculture, Forestry, Fishing, Hunting and Mining	0%

Source: 2000 U.S. Census

educated, with significant increases between 1990 and 2000 in the percent of the population graduating with a high school diploma (7% increase), college degrees (10% increase) and graduate or professional degrees (2% increase). This may help to explain a shift in residents' occupations from retail trade and manufacturing in 1990 to hospitality and tourism, educational, health and social services, and finance, insurance and real estate in 2000.

Environment

Existing Conditions

The New Bern station, like most along the South Corridor, sits upon a natural north-south ridge. Consequently, it does not have many sensitive natural features. Tributaries of Irwin Creek, the Dairy Branch of Little Sugar Creek and Little Hope Creek flow to the east and west off the ridge leaving the land around the station well-drained and without wetlands or floodplains. Topography is relatively gentle with a few steep slopes along the edge of the creeks.

As Map A1 shows, tree canopy is the most plentiful natural feature in New Bern. Trees shade approximately 27% percent of the study area, primarily in the residential neighborhoods of Southside Park and Sedgefield. While the canopy is a defining characteristic of these neighborhoods - and a key feature of the study area - comparatively, New Bern's tree canopy percentage is low. A 2001 study of the Charlotte region found that 53% was covered by tree canopy, nearly double the estimate for New Bern. This disparity can be attributed to the study area's large amount (42%) of impervious surface, resulting from the industrial character of its core.

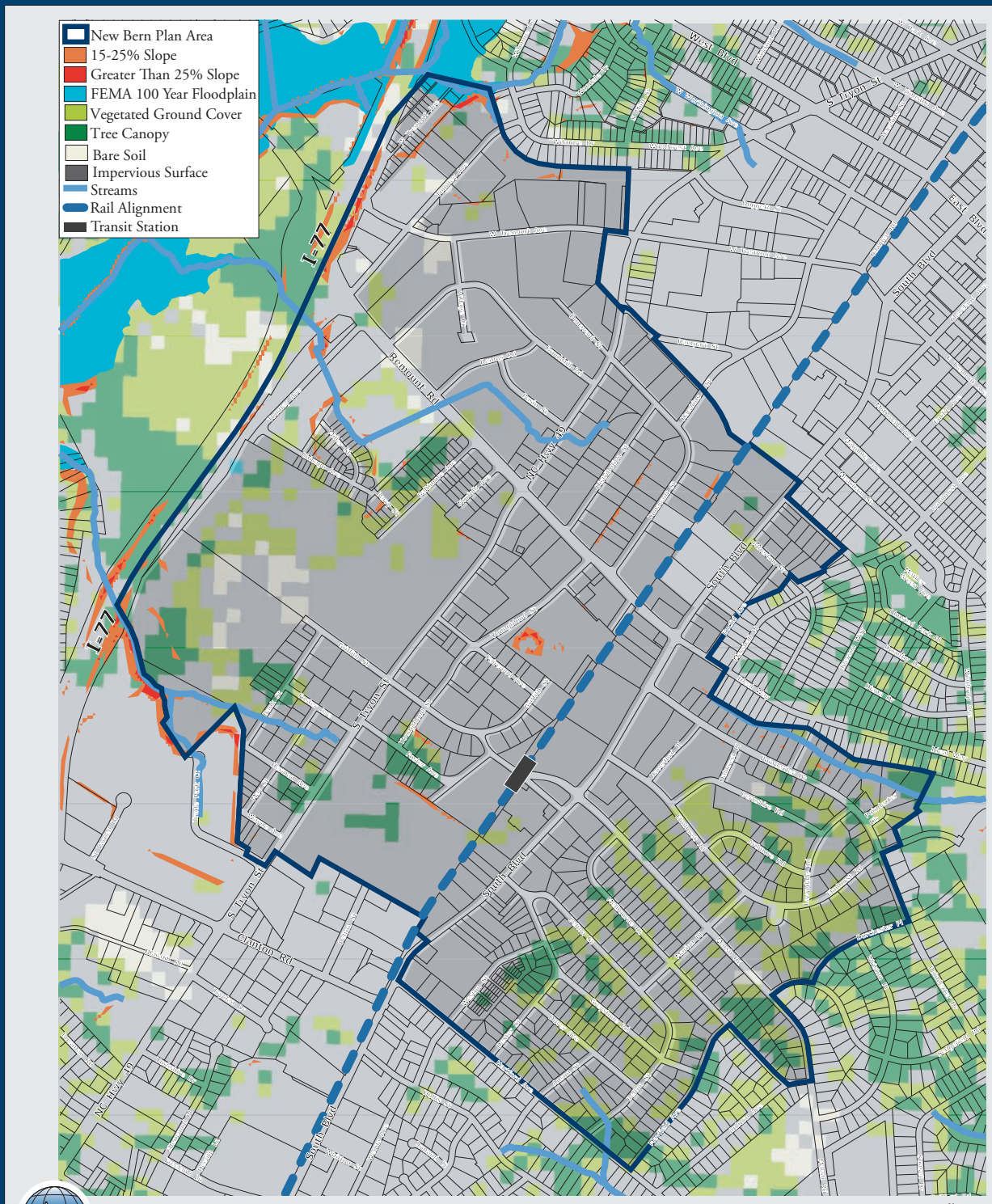
New Bern's industrial past has also seriously impacted the quality of the environment. For example, according to Mecklenburg County's Well Information System, approximately 20 parcels in the study area are known brownfield or contamination sites. Additionally, water quality has suffered from urban run-off caused by large expanses of impervious surface in the industrial core.

Trends

The state of the environment in the New Bern study area is improving in two key regards. First, the peak of heavy industrial uses has come and gone. Consequently, much of the contamination in the study area today is the result of past industry, not current land uses. Future contamination is unlikely. Secondly, nearby creeks have become cleaner. A decade ago, most of Charlotte/Mecklenburg's urban streams were listed in "fair/poor" condition. Today, Irwin Creek, Little Sugar Creek and Little Hope Creek are listed as "fair." Some portion of this improvement can be linked to Mecklenburg County's Surface Water Improvement Program (SWIM), which requires buffers along creeks. In the New Bern study area, 70% of the stream banks are buffered by 35 feet of vegetation.

New Bern Transit Station Area Plan

Map A1: Natural Features

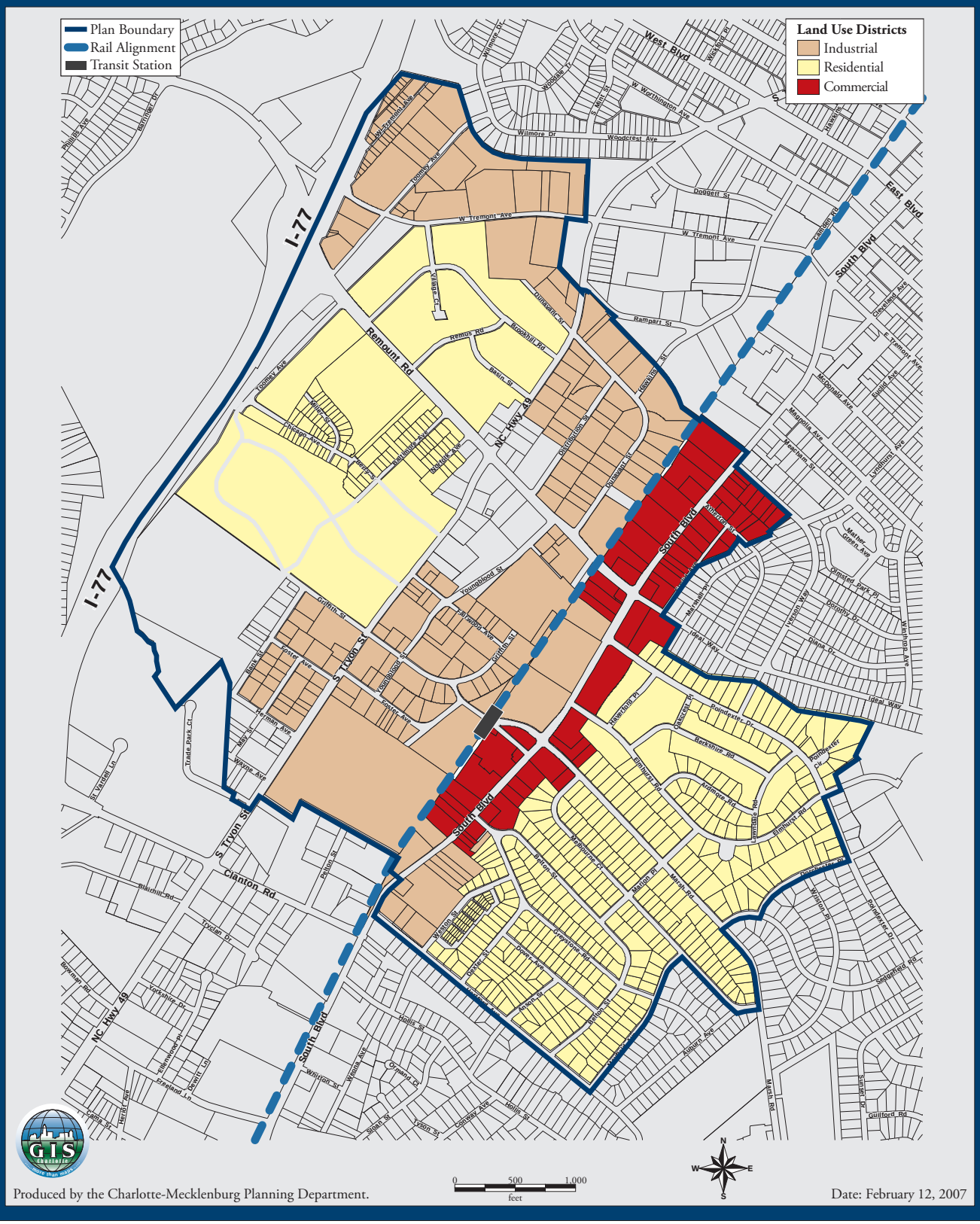


Produced by the Charlotte-Mecklenburg Planning Department.

Date: February 9, 2007

New Bern Transit Station Area Plan

Map A2: Land Use Districts



The Pepsi Cola bottling plant is one of the largest active industrial uses in the study area.

The Southside Homes complex is an example of multi-family development in the study area.

Land Use

Existing Conditions

The land use pattern in the New Bern study area is typical of the first post-war suburban communities. Lots are relatively small, by today' standards, and uses tend to cluster together. Industrial, residential and commercial uses are separated by major barriers, such as thoroughfares and rail lines, as well as by lot orientation. The clustering and separation of land uses results in three distinct districts within the study area:

- **The industrial district**, stretching from I-77 through the core of the study area between the Norfolk Southern Railroad (NSRR) tracks and South Tryon Street;
- **The residential districts** of Southside Park and Sedgefield; and
- **The commercial district** along South Boulevard.

Map A2 shows the location of these districts. Their individual land use characteristics are discussed in more detail below.

Type & Location of Land Uses

Industrial and warehouse uses are a defining feature of the New Bern study area. In fact, New Bern has over 3.3 million square feet of warehouse space within a half mile of the station. This is the greatest concentration of these uses along the South Corridor. As Map A3 shows, industrial and warehouse/distribution uses make up approximately 25% of the land in the study area. Most are located along the former NSRR tracks, between South Tryon and South Boulevard, and in the northwest corner of the study area near the I-77/ Remount Road interchange. In both areas the buildings look similar - single story, brick structures - yet they differ in age. Those closest to the rail tracks were built in the 1940s and 1950s, while those closest to I-77 were built in the 1970s after the interstate opened.

Of the industrial uses in the study area, perhaps the most well known is the Pepsi Cola Bottling Plant. Located at the corner of New Bern and South Boulevard, this building is a local landmark and a tribute to Charlotte's legacy as the home to one of the very first such plants in the entire country.

Residential uses are the most common in the study area (41% of the land area). These are located to the west of South Tryon in the Southside Park neighborhood and to the east of South Boulevard in the Sedgefield neighborhood. Sedgefield is the larger of the two neighborhoods, with approximately 1,200 housing

Sedgefield Shopping Center is one of the oldest retail establishments in the study area.

Institutional uses, such as the CATS Vehicle Maintenance Facility, are sprinkled throughout the study area.

units. Most are ranch style single family dwellings built in the 1940s and 1950s. It is also home to the Sedgefield Apartments, a large multi-family property owned and operated by the Marsh Realty Company. Built in the early 1950s, these attached cottages and their oak-lined streets bring housing variety and a sense of history to the neighborhood. The Southside Park neighborhood is comprised of multi-family housing in the Brookhill Village Apartments and the Southside Homes public housing complex.

Retail and office uses make up 9% of the study area. These are found mostly in strip commercial buildings along the major thoroughfares of South Boulevard, South Tryon Street and Remount Road. Perhaps, the most notable is the Sedgefield Shopping Center, located at Poindexter and South Boulevard. Built in 1952, Sedgefield Shopping Center was one of the first shopping centers to be built as Charlotte expanded from its first-ring suburbs. Today it is still fairly well-used, with a recent addition being the new organic food store, Home Economist.

Institutional uses are sprinkled throughout the study area. The New Bern area is home to one school, the Marie G. Davis Middle School on Griffith Street, and eight churches. The McLeod Addictive Disease Center provides drug treatment and counseling services. The Bethlehem Center provides child enrichment activities. Lastly, the CATS Bus and Light Rail Vehicle Maintenance Facilities have just been constructed on a sizable 25 acre parcel just north of Clanton Road.

Public open space in the study area is limited to Southside Park, an 11-acre facility maintained by Mecklenburg County. The park has a playground, two basketball courts and two multi-purpose fields.

Density

Overall, the intensity of land use in the study area is relatively low. The overwhelming majority of buildings in the study area are one story, with just a handful of one and a half or two story buildings. Residential densities range from 3 to 5 units per acre in the single family areas of the Sedgefield neighborhood to 10 units per acre in the multi-family dwellings of the Southside Park neighborhood. Non-residential densities are predominantly below 0.5 Floor Area Ratio, which is the ratio between the floor area of the building and the area of the site.

Condition

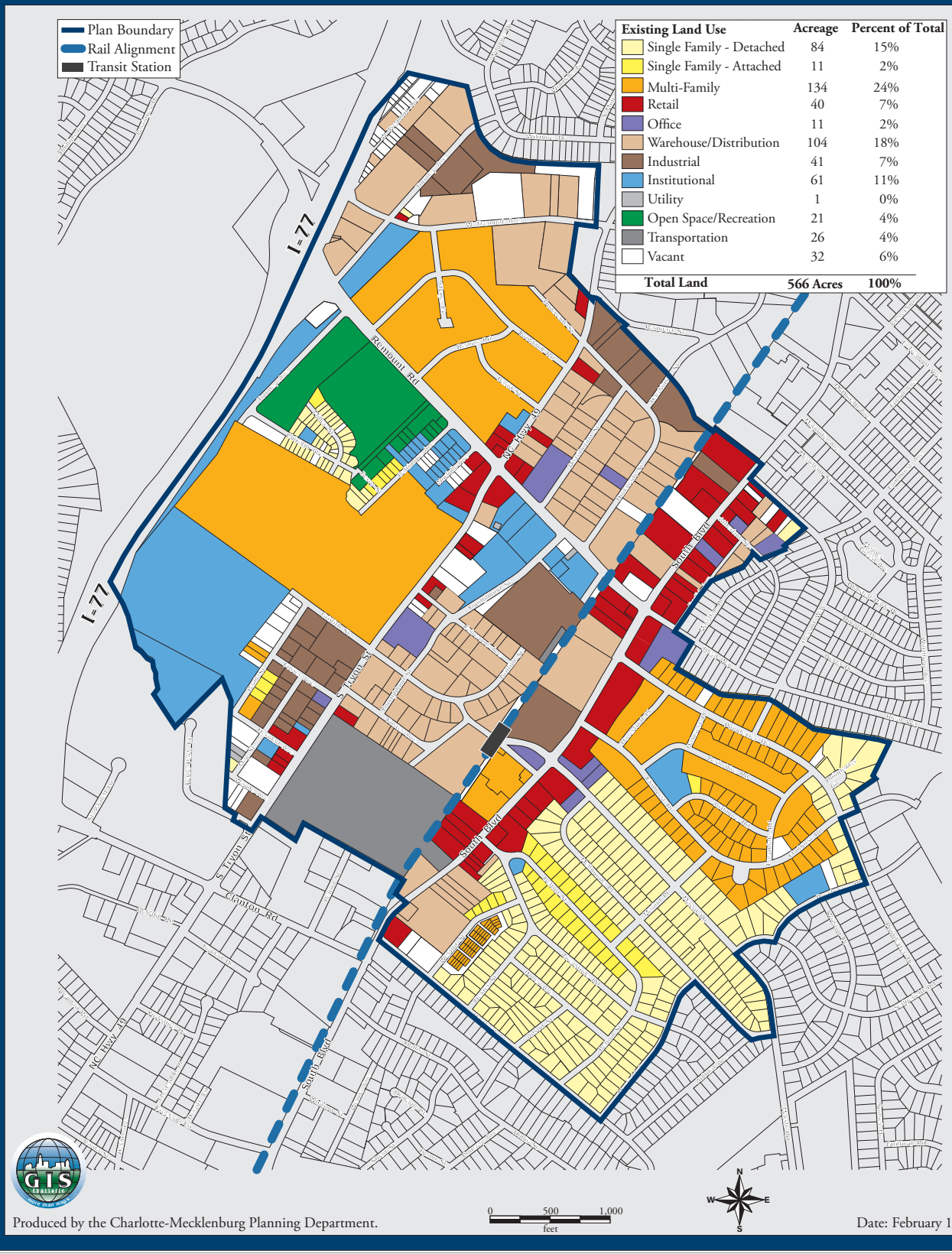
The non-residential buildings in the industrial/employment districts are relatively well-maintained in their present state, although very few show signs of recent major improvements. The County Tax Assessor's Office rates most of them as being in average condition.

As shown on Map A4, interspersed with these non-residential buildings are a handful of vacant parcels. These provide the opportunity for a small amount of infill in the study area. In addition, several of the lots are considered to be underdeveloped. Because the land is worth more than its structural improvements, redevelopment to a higher and better use is more likely.

Building condition in the residential portions of the study area varies. In the Sedgefield neighborhood homes are in relatively good condition. Most

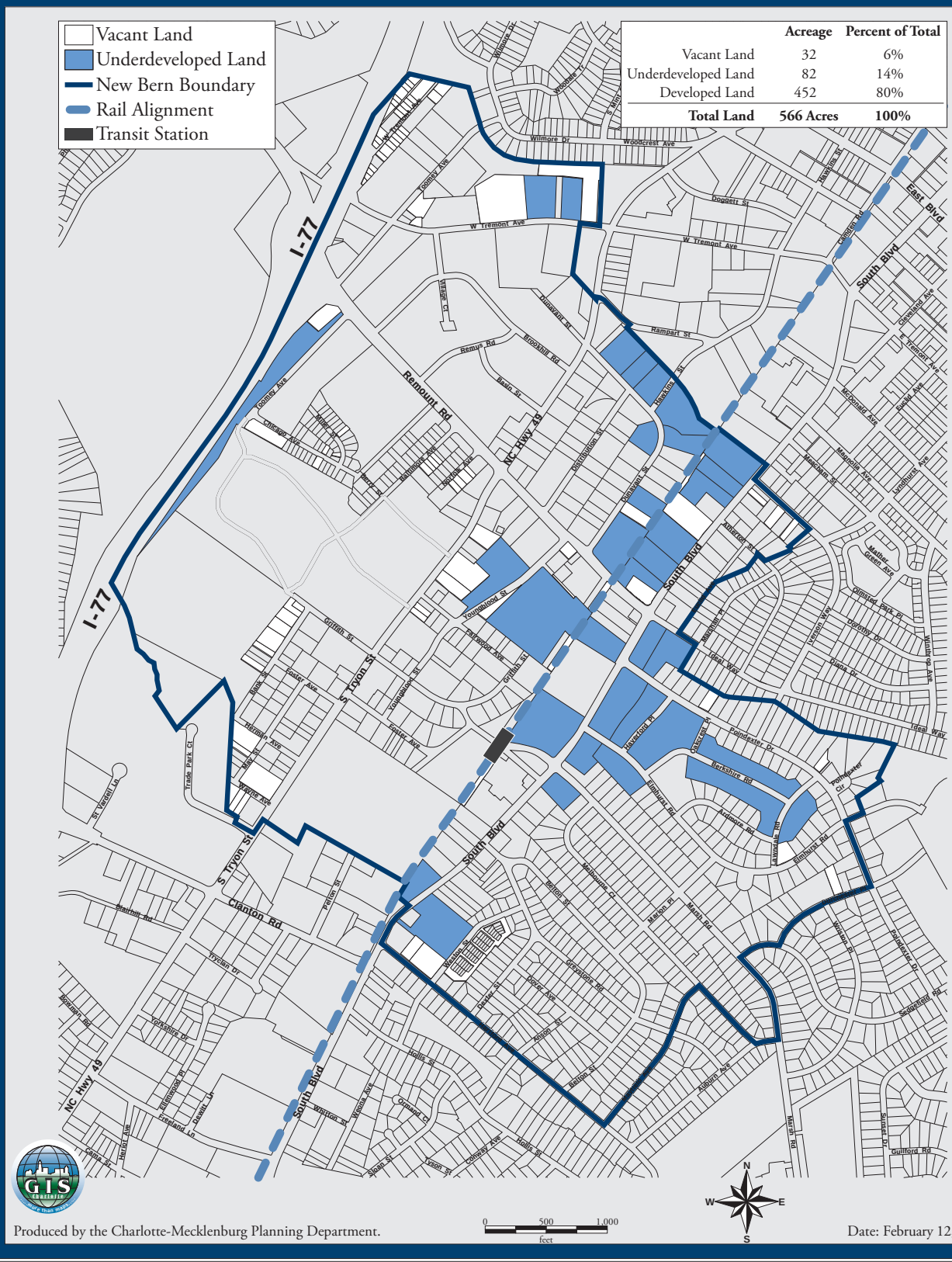
New Bern Transit Station Area Plan

Map A3: Existing Land Use



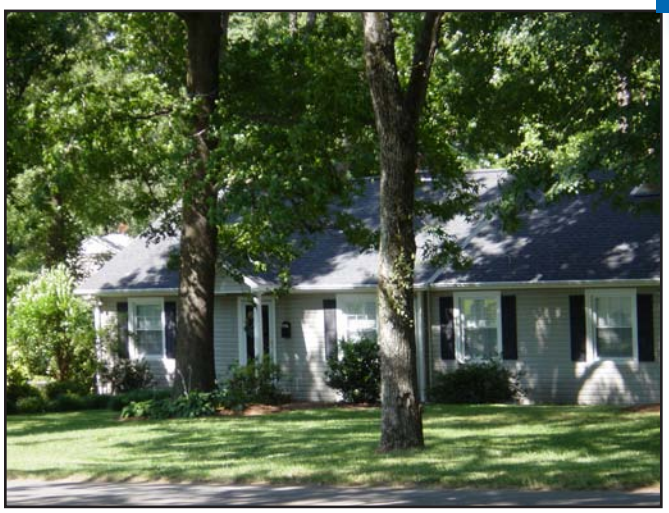
New Bern Transit Station Area Plan

Map A4: Vacant and Underdeveloped Land



	Acreage	Percent of Total
Vacant Land	32	6%
Underdeveloped Land	82	14%
Developed Land	452	80%
Total Land	**566 Acres**	**100%**

Low density industrial uses are the most distinguishing feature of the New Bern study area.



Ranch style home in the Sedgefield neighborhood are in relatively good condition.

are rated as "average" by the Assessor's Office, while a drive through the neighborhood shows continual improvements taking place. This is reflected in the area's competitive housing values. According to the 2000 Census, the median home value in Sedgefield was $133,767, just slightly below the median value for Charlotte ($134,300). Nonetheless, the majority of housing units are renter occupied (56%).

The Southside Park neighborhood consists of primarily multi-family dwellings also constructed in the 1940s and 1950s. Much smaller in area and number of units, the housing stock in the Southside Park neighborhood is considered to be average to below average in condition. The neighborhood is primarily renter-occupied (90%), with a median housing value of $51,100.

According to the 2000 Census, both neighborhoods show relative low vacancy rates, suggesting that despite their differences, there is a healthy demand for occupancy in both.

Ownership

Despite most of the land in the New Bern study area being split into small parcels, much of it is owned by a few entities. In fact, 46% of the land in the study area is owned by eleven property owners. As Map A5 illustrates over half (55%) of the land in these large ownerships is controlled by government entities, such as the Charlotte Housing Authority and the Charlotte-Mecklenburg Board of Education. Forty-two percent of the large land ownerships are held by private entities. The remaining 3% are held by institutions.

Future Land Use & Zoning

The Central District Plan (1993) was the most recently completed land use plan for the study area. As depicted on Map A6, its future land use recommendations generally follow the pattern of existing land use. They have been used to guide land development and rezoning decisions from 1993 to the present.

Current zoning in the New Bern study area is shown on Map A7. For the most part, the uses allowed under current zoning also follow the existing land use pattern (and the recommendations of the Central District Plan).

Despite a commonality between the existing land use, the recommendations of the Central District Plan and current zoning in terms of how land is used, the intensity of that use differs. Current zoning and the recommendations of the Central District Plan would allow much more to be built than what currently exists in the study area. Figure A4 provides a rough comparison of these different buildout scenarios.

Figure A4: Comparison of Land Use Intensity

Land Use	Existing*	Allowed by Current Zoning**	Allowed by Adopted Land Use Plan***
Residential Units	1,351	4,160	3,286
Retail Square Footage	314,039	1,764,180	1,684,840
Office Square Footage	36,637	461,736	297,445
Industrial Square Footage	1,633,657	9,365,400	8,651,957

** Residential unit count from 2000 U.S. Census; Square footage from Tax Assessment data*

*** Residential units calculated based on maximum density allowed under zoning; Non-residential square footages calculated based upon maximum FAR allowed under zoning. These calculations assume entire lot is buildable and do not subtract space for setbacks, required open space, parking, etc.*

****Residential units calculated based on density specified in Central District Plan (for multi-family a density of 22 DUA was assumed). Non-residential square footages were calculated based upon maximum FAR allowed in that category of zoning districts. Again, these calculations assume the entire lot is buildable and do not subtract space for setbacks, required open space, parking, etc.*

Trends

The New Bern study area is beginning to see changes in land use related to the South Corridor LRT line.

According to the City's rezoning data, five rezonings, totalling 54 acres, have been requested and approved between 2004 and the present. These rezonings were for relatively large parcels, and all but one, were located in the industrial core of the station area. Each of the changes was to an urban zoning district, such as TOD or MUDD.

Building permits were issued for seven different parcels in the study area between 2004 and 2005; three for residential construction or alterations and four for non-residential construction or alterations. All but one of these permits fell within a half mile walking distance to the transit station. One major project issued a building permit during this time was 3030 South. This condominium project is a positive example of the type of mixed use, transit supportive development desired for the station area. It incorporates 116 townhomes and flats above 12,000 square feet of ground level office and retail development.

As for the future, a 2003 market study by Robert Charles Lessor & Company found that the New Bern study area provides the strongest near term market for transit supportive development outside of South End.

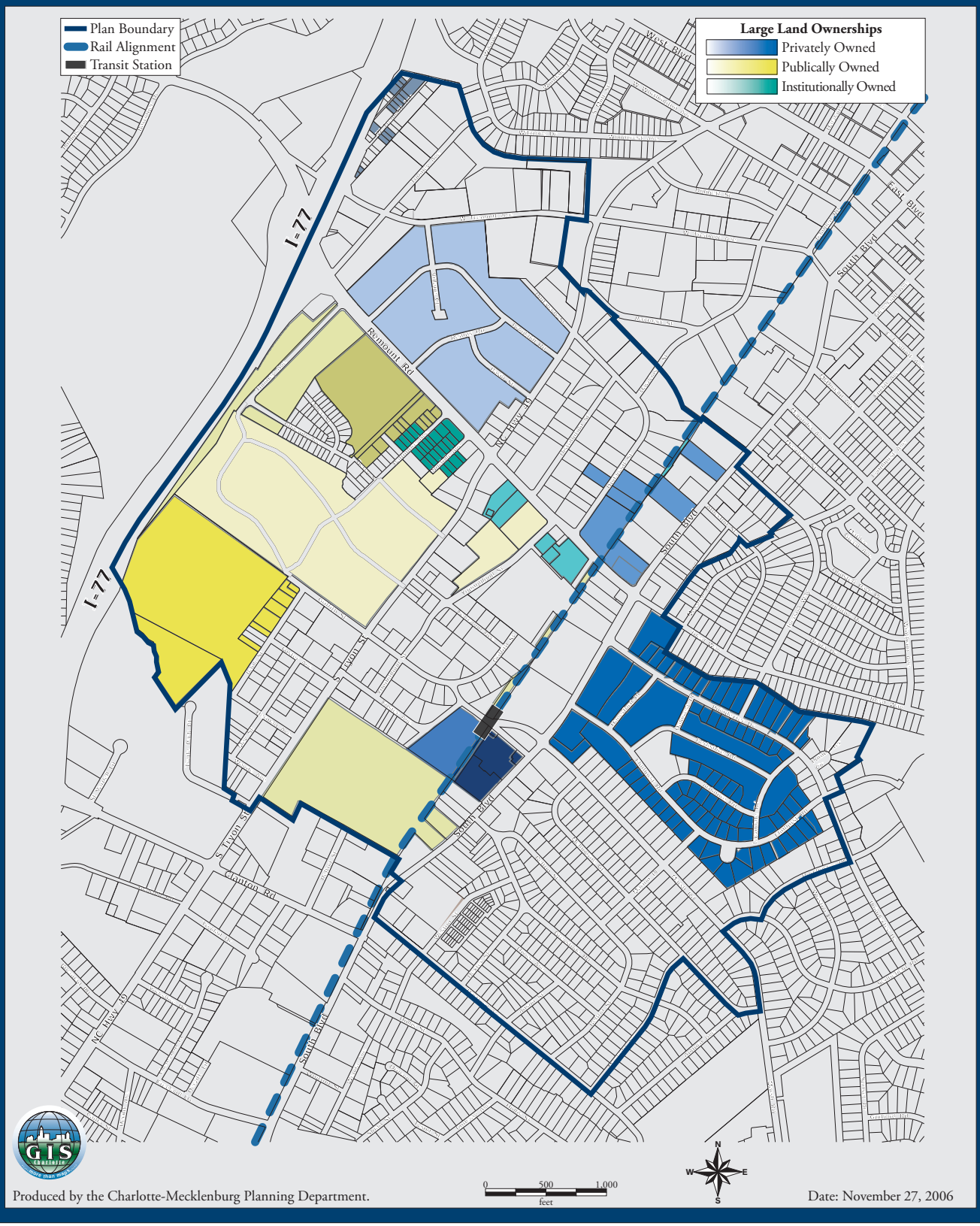
Two factors make New Bern an attractive market:

- Proximity to the increasing property values and mixed use developments in South End and Dilworth;
- The occurrence of residential redevelopment in the study area.

According to the study, limited interstate access may lessen the opportunity for large scale office and retail development, but overall it anticipated the development of another 190,000 square feet of office and 2,500 new residential units by 2025. At the time of publication of this document, there were at least two proposals for large scale redevelopment on the table.

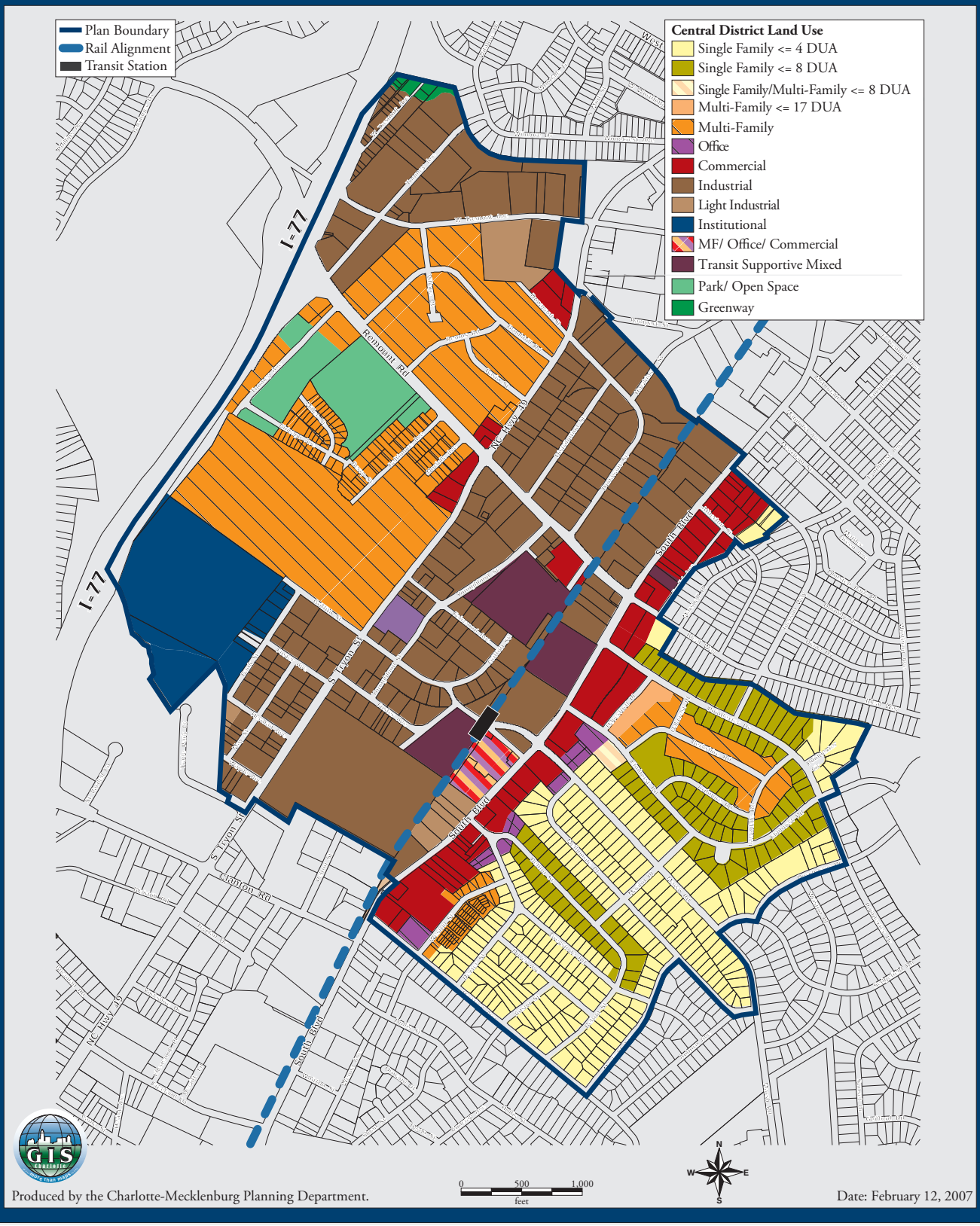
New Bern Transit Station Area Plan

Map A5: Large Land Ownerships



New Bern Transit Station Area Plan

Map A6: Central District Plan (1993)



Produced by the Charlotte-Mecklenburg Planning Department.

Date: February 12, 2007

Buildings in the industrial area are characterized by their boxy shape and lack of windows and doors.

Architecture in the commercial district is reflective of chain retailers.

Community Design

Existing Conditions

Site & Building Design

Site and building design in the New Bern study area is fairly typical of the late 20th century.

The industrial districts of the study area are identifiable by their boxy, single story, brick buildings. While their abundance lends a unique character to New Bern, the buildings lack features appropriate to a pedestrian oriented setting. They have few windows or doors, prominent loading docks, they feature parking between the building and the street, and landscaping is minimal.

The commercial district is largely characterized by its orientation to the automobile. Frequent driveways allow ingress and egress for automobiles, and expansive parking lots separate the buildings from the street. This layout protects the prospective shopper from the speed of the thoroughfare, while making it easy to find parking. Some buildings even incorporate drive-thrus for those not wanting to leave their cars. The older buildings tend to be large and boxy, with flat roofs and minimal articulation. Newer buildings follow the prototypical designs of many well-known national chain stores. Landscaping generally consists of a planting strip with small trees along the street edge.

The residential districts of the New Bern study area are, perhaps, its most attractive portions. These neighborhoods developed in the post-war years of the 1940s and 1950s, as Charlotte began to expand from its tight-knit inner suburbs. Made mobile by the automobile, homebuyers looked for bigger homes on bigger lots. Single story, ranch style homes constructed of brick or wood were the most desirable. Consequently, this housing type predominates in the single family areas of Sedgefield and Southside Park. Multi-family developments mimic the scale and materials of these single family homes; for example, the Sedgefield Apartments are one story, brick cottages similar in appearance to their single family neighbors. A large setback allows for ample front lawns between the homes and the street. Landscaping is plentiful and streets are characterized by their magnificent oak canopy.

Street & Streetscape Design

In the New Bern study area, the appearance of streets varies district by district. In the industrial districts, streets are primarily used for moving goods. Consequently, in these areas streets are relatively wide (30-40 feet) with one travel lane in each direction. Valley curbs on either side allow vehicles to easily approach loading docks and parking areas. Sidewalks are virtually non-existent, as are planting strips and street trees. Lighting is provided on utility poles.

Streetscapes in the industrial district are oriented to moving goods.

Trees, sidewalks and planting strips in the residential district create an attractive pedestrian environment.

The streets of the industrial districts feed out to the study area's major thoroughfares where the commercial district exists. These major thoroughfares are much wider (45-70 feet) and generally accommodate two lanes in each direction with a turning lane at intersections. Raised curbs provide a defined street edge. Sidewalks are narrow and are located either at the street edge or behind a limited planting strip. Street trees, if any, are generally behind the sidewalk. Again, lighting is from utility poles.

The residential neighborhoods have the narrowest streets of the study area, generally 20-25 feet wide. With one lane in each direction and residential on-street parking, these streets are intended to keep traffic speeds at a minimum. Sidewalks and planting strips are intermittent in the Sedgefield neighborhood, but do exist in Southside Park. Street lighting, where provided is on utility poles.

Historic Resources

The South Corridor Light Rail Environmental Impact Statement identified no buildings qualified or potentially qualified for historic designation. It noted two areas potentially eligible for historic designation, although no action has been taken on either:

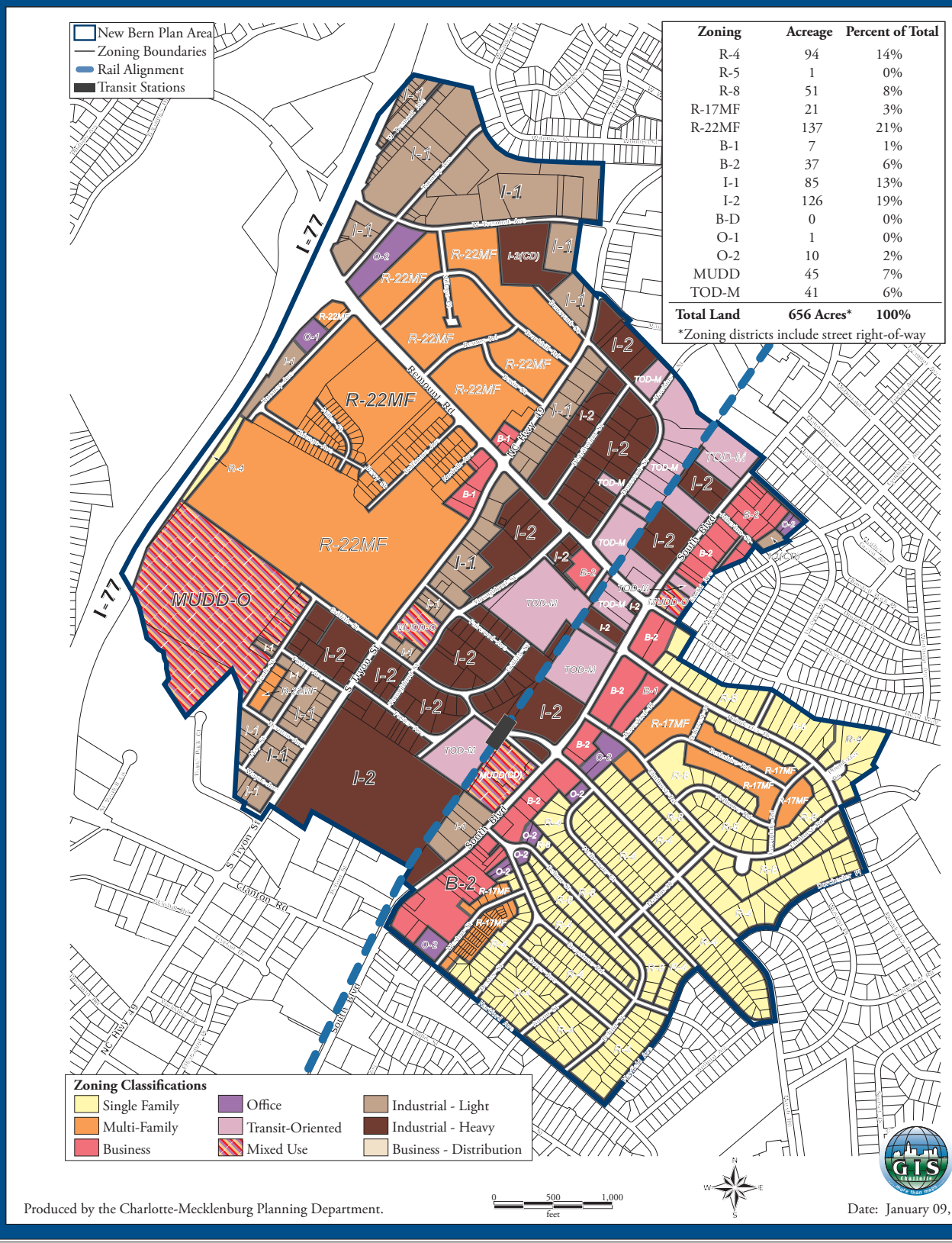
- Poindexter-Elmhurst Streets: (1950) Postwar neighborhood developed by Marsh Realty; red-brick dublexes built to meet the growing demand for affordable yet comfortable suburban housing during Charlotte's suburban expansion after World War II.
- Industrial District: (1950-1960) Small district around Griffith Street is an early example of postwar industrial park development in Charlotte. An intact collection of low-scale, architecturally cohesive industrial buildings, designed for convenient truck loading, with connections to streets but not to the rail line despite its rail proximity.

Trends

Changes in community design are happening as a result of changes in land use in the study area. Recent rezonings and new construction and renovation have created pockets of a more urban environment. For example, the condominiums at 3030 South were built near the back of the sidewalk with parking to the rear to create a more pedestrian-friendly environment. In another instance, the warehouse at 2923 South Tryon was converted to office condominiums. As part of the renovation, sidewalks, planting strips and street trees were added to a portion of Youngblood Street in the industrial core. It is likely that these types of community design changes will continue, as the City works towards making the study area an attractive environment for transit users.

New Bern Transit Station Area Plan

Map A7: Existing Zoning



Zoning	Acreage	Percent of Total
R-4	94	14%
R-5	1	0%
R-8	51	8%
R-17MF	21	3%
R-22MF	137	21%
B-1	7	1%
B-2	37	6%
I-1	85	13%
I-2	126	19%
B-D	0	0%
O-1	1	0%
O-2	10	2%
MUDD	45	7%
TOD-M	41	6%
Total Land	**656 Acres***	**100%**

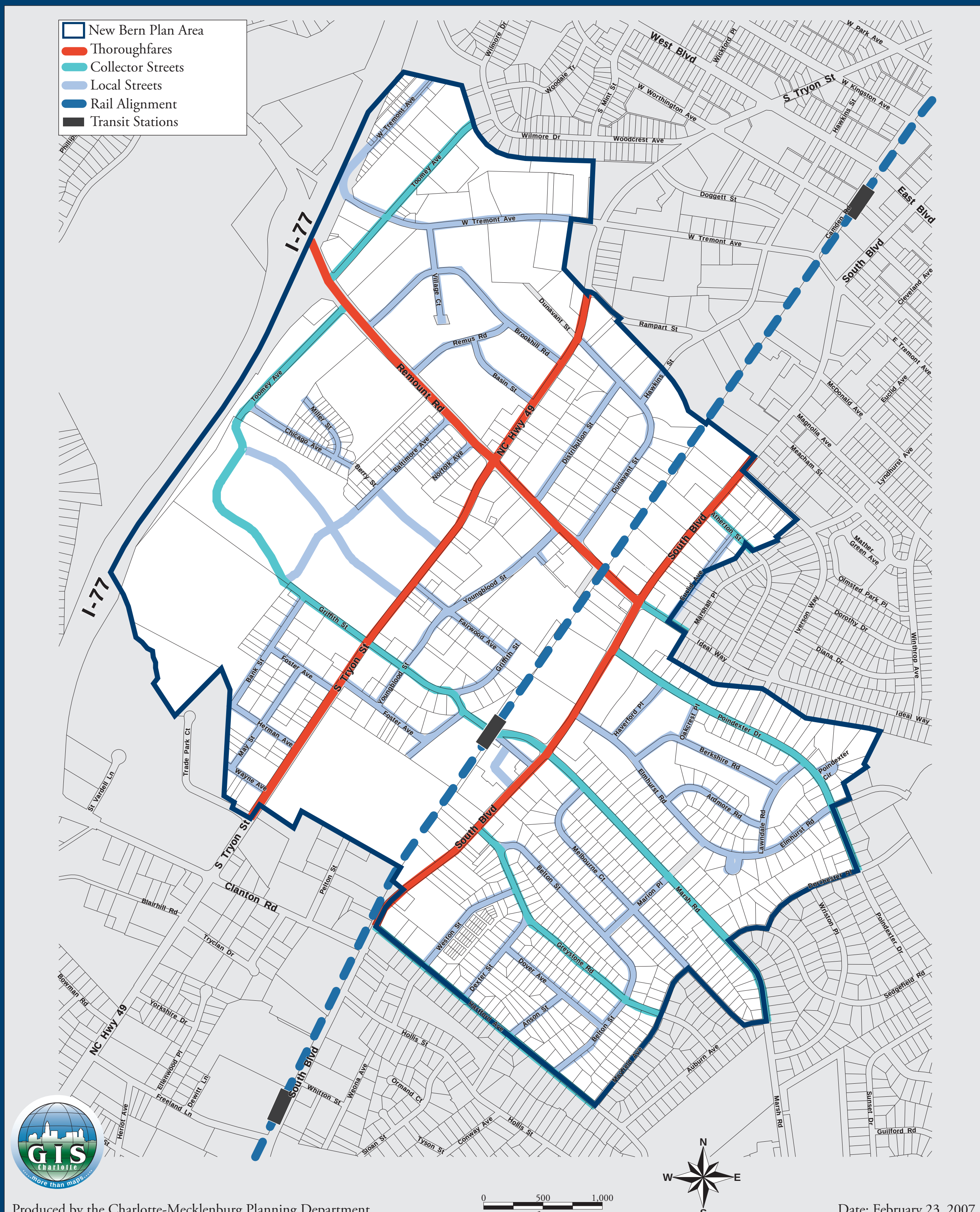
*Zoning districts include street right-of-way

Produced by the Charlotte-Mecklenburg Planning Department.

Date: January 09, 2008

New Bern Transit Station Area Plan

Map A8: Existing Street Network



Remount Road is the study area's only east-west thoroughfare.

Partial sidewalks are common in the New Bern study area.

Transportation

There are a variety of types of transportation facilities in the New Bern study area, ranging from streets, bicycle and pedestrian routes and transit.

Street Network

The street network in New Bern is a collection of local streets, collectors and thoroughfares as shown on Map A8.

- **Local streets** make up the majority of roadways in the study area. These streets are intended to access individual properties, carrying less traffic at slower speeds than other types of streets. Local streets feed into collector streets, which then distribute traffic onto thoroughfares.
- **Collector**s are designed for low to moderate traffic volumes at low to moderate speeds.
- **Thoroughfares** are the primary traffic arteries intended to move large volumes of traffic. South Boulevard and South Tryon are thoroughfares running north-south in the study area, parallel to the NSRR tracks. Remount Road is New Bern's only east-west thoroughfare.

Several streets in the New Bern study area carry large volumes of traffic. South Boulevard handles the most, carrying an average of 29,500 vehicles per day. South Tryon Street and Remount Road also carry significant traffic volumes as shown in Figure A5. Despite the volumes, congestion is not a major problem in the study area.

Pedestrian and Bicycle System

In addition to its street network for vehicles, there are limited facilities for exclusive pedestrian and bicycle use in the New Bern study area. Of the 15.5 linear miles of streets in the study area, approximately 52% have some form of sidewalks. These range from complete sidewalks on both sides of the street (22%) to a partial sidewalk on one side and no sidewalk on the other (3%). Map A9 shows the location of these pedestrian facilities. Bicycle lanes have recently been installed on Remount Road from the LRT crossing to South Boulevard. Elsewhere, bicyclists currently use local streets and the outside lane of thoroughfares to travel to and through New Bern.

Sidewalk capacity is limited by the sidewalk width. Sidewalks in the New Bern study area are generally 4 to 6 feet wide, with the exception of those in front of recently developed properties such as 3030 South, where they are generally 8 feet in width.

Transit System

Transit offers another form of travel in New Bern. Prior to the initiation of Light Rail service, four bus routes served the study area. Coincident with the opening of the light rail line, routes have been changed to focus ridership on the light rail line, to avoid duplication, and to expand the use of connecting feeder routes. The four transit routes that now provide service within the study area, as shown on Map A10, are:

Location	Count
South Blvd., north of Remount	29,500
South Blvd., south of Remount	28,800
South Tryon Street	15,500
Remount Road, west of Tryon	12,900
Remount Road, east of Tryon	12,400

Source: Charlotte Department of Transportation

Figure A5: Average Daily Traffic Volumes on Major Thoroughfares (2003-2005)

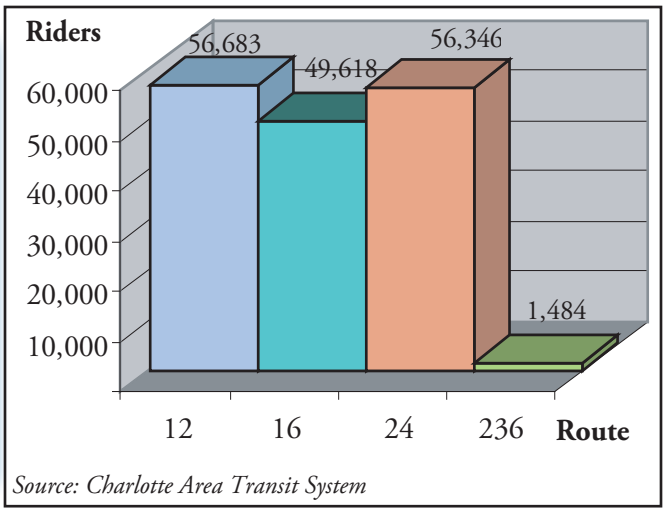


Figure A6: Transit Ridership by Route (FY 2005)

- **LYNX Blue Line:** The Light Rail line provides service every 7 1/2 to 20 minutes from I-485/South Boulevard to Uptown Charlotte. Providing more localized, access, the New Bern station does not have a park-and-ride facility. Light rail service was projected to carry 9,100 passengers per day, but thus far has been averaaging closer to 12,000.
- **Route 16: South Tryon** provides service every 15 to 30 minutes from The Tyvola station out Tyvola Road to South Tryon Street. Within the New Bern study area, it passes through the Southside Homes public housing complex, returns to South Tryon Street, and goes into Uptown Charlotte. This is a slight extension of the previous Route 16.
- **Route 36: Midtown** provides service every 30 to 60 minutes from the Woodlawn station, then along South Boulevard, through the New Bern Study area, along East Boulevard and Scott/Kenilworth Avenues to Carolinas Medical Center, then to Presbyterian Hospital and CPCC along Charlottetown Avenue and 3rd/4th Streets. This route replaces a previous neighborhood shuttle, Route 236, that passed through the study area to the hospitals.
- **Route 59: Scaleybark/Marsh**, provides service every 30 to 60 minutes for limited hours weekdays only, from New Bern station via Marsh Road and Park Road to the Park Road Shopping Center, and then on to the Scaleybark station. This is a new route, opened in conjunction with the Light Rail line.

Two heavily used bus routes that once provided service along South Boulevard no longer pass through the study area, effectively having been replaced there by the Light Rail line itself:

- **Route 12: South Boulevard**, which ran along South Boulevard from Carolina Place Mall to Uptown, now runs from Carolina Place Mall only as far as Woodlawn station.
- **Route 24: formerly Windsong Trails, now called Nations Ford Road**, which ran along South Boulevard from the Westinghouse Road vicinity to Uptown, now runs a revised route from Arrowood station, also ending at Woodlawn station.

Transit ridership averages, shown in Figure A6, provide insight into the usage of the bus lines prior to the light rail opening. In 2005, the South Boulevard line (Route 12) was the most widely used in the study area, with average monthly ridership counts around 57,000. Route 24 and Route 16 also had high average monthly ridership rates. Automatic passenger counting equipment reflects the greatest number of boardings/de-boardings at major intersections in the study area, such as the Remount Road/South Tryon intersection.

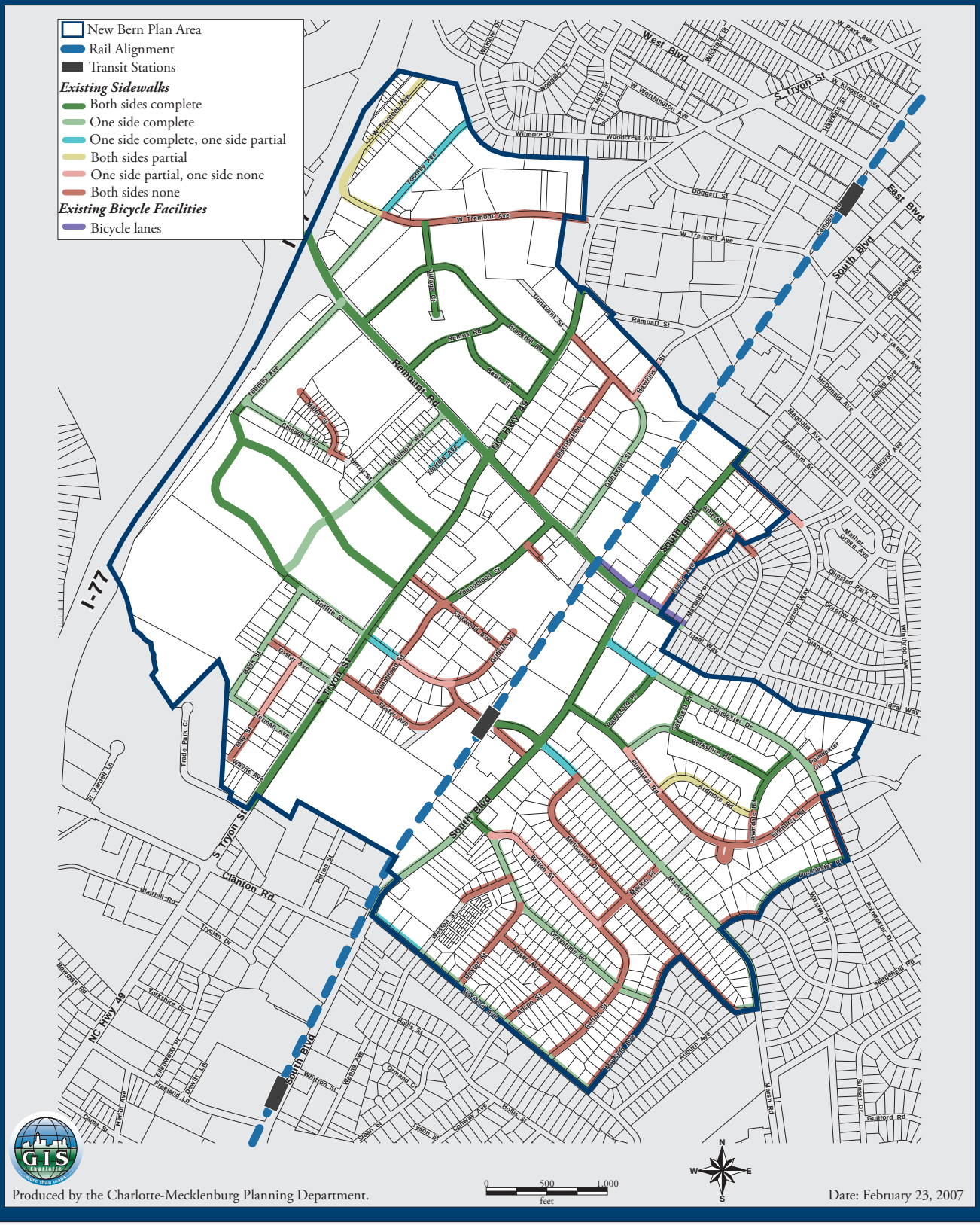
Condition

Land Use Accessibility

One method for evaluating the condition of the street network is to determine how well it provides access to goods and services. A quick analysis shows the street

New Bern Transit Station Area Plan

Map A9: Existing Pedestrian and Bicycle Facilities



New Bern Transit Station Area Plan

Map A10: Transit Routes

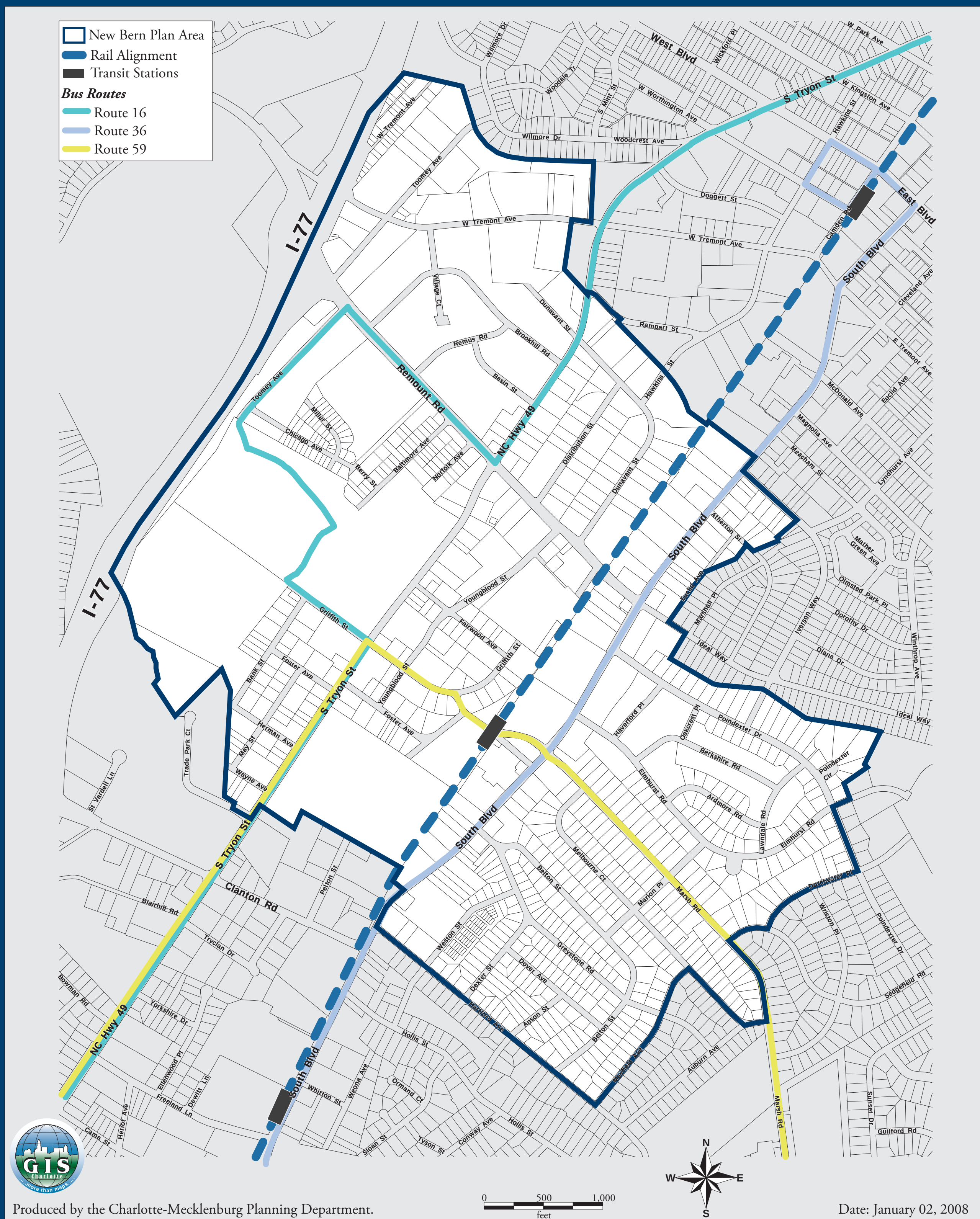


Figure A7: Land Use Accessibility

	City Residents*	New Bern Residents*
Within 1/4 mile of Shopping**	60%	79%
Within 1/4 mile of Schools	28%	44%
Within 1/4 mile of Parks	33%	53%
Within 1/4 mile of Transit	61%	88%

Source: 2000 U.S. Census Block Data

** City population is 583,883; New Bern population is 3,211*

*** Retail zoning (B1, B2, CC, NS) was used as a proxy for shopping*

network in the New Bern study area provides good access; over 75% of residents live within a quarter mile of shopping and transit. Comparatively, only 60% of the City of Charlotte's residents live this close to shopping and transit. Figure A7 displays this accessibility comparison. A more detailed examination of street connectivity further supports the conclusion that New Bern's network provides good access. The study area has a connectivity index (a ratio of street segments to intersections) of 1.3. By comparison, the South End station area, closest to Uptown Charlotte and with a more established grid network has a connectivity index of 1.4. The I-485 station area, the last station of the corridor and the least developed, has an index of 1.2.

Safety

A second way to evaluate the condition of streets is to look at how safe they are for travelers. None of the streets in the study area appeared on the Charlotte Department of Transportation's 2006 list of "high [motor vehicle] accident locations." However, vehicle collisions with pedestrians and bicyclists suggest some safety improvements can be made. There were 17 such incidents between 2000 and 2005; six on South Boulevard, four on South Tryon, two on Remount and the remaining five on neighborhood streets. This statistic reinforces an issue that citizens have consistently indicated - South Boulevard and the other major thoroughfares form dangerous barriers for the pedestrian and bicyclist. Several factors make this particularly true for the New Bern study area:

- The lack of crosswalks and pedestrian signals;
- The distance between signalized crosswalks;
- Heavy automobile traffic;
- Multiple lanes of traffic; and
- Frequent turning movements into driveways.

Issues with the condition of the pedestrian environment also impact the transit system; people will be more likely to use transit if it is safe and convenient to get to.

Level of Service

Level of Service (LOS) measures the quality of service provided by a transportation facility to its users. The City of Charlotte evaluates level of service for pedestrians, bicyclists and motorists and use the results to help balance their competing needs when planning and designing streets. Levels of service range from A through F, with desirable levels of service based on the street typologies of the Urban Street Design Guidelines. Transit station areas are intended to be highly accessible for pedestrians and cyclists, and therefore should have good pedestrian and bicycle level of service (A to B). Lower levels of service for motorists are acceptable if necessary to achieve the desired pedestrian and bicyclist levels of service.

LOS Rating Scale:

- A Excellent
- B Very Good
- C Good
- D Fair
- E Poor
- F Failure

Figure A8: Level of Service (LOS)

Intersection	Pedestrian LOS	Bicycle LOS	Vehicular AM Peak LOS	Vehicular AM Peak V/C	Vehicular PM Peak LOS	Vehicular PM Peak V/C
Tryon & Remount	C	E	C	.57	C	.67
Tryon & Griffith	B	E	A	.37	A	.35
South & Remount/Ideal Way	C	D	B	.55	B	.65
South & Poindexter	B	D	A	.51	A	.44
South & New Bern/Marsh	C+	E	B	.61	B	.64

Source: Charlotte Department of Transportation
V/C: Volume to Capacity Ratio

Pedestrian and bicyclist level of service is rated according to the level of comfort and safety offered by the design features at signalized intersections, while motorist level of service is based on motorist delays. Motorist quality of service is also measured by the volume to capacity ratio (v/c), which describes an intersection's ability to process traffic within peak time periods. Values greater than .95 suggest an intersection is near its capacity during this time period and that motorists may experience substantial congestion.

Levels of Service for existing signalized intersections within the area are shown on Figure A8. Based on the resulting Levels of Service, intersections on Remount Road could use improvements for pedestrians, while all intersections in the station area could use improvements for cyclists. This understanding of existing conditions helped shape transportation recommendations in the plan, such as enhanced pedestrian crossings and new bicycle lanes. Within the New Bern station area, all of the intersections have good or better motorist level of service.

Trends

Changes to the transportation system in the New Bern study area have been constructed recently, many as a complement to the development of the light rail line.

Many of the improvements in the study area were funded by the South Corridor Infrastructure Program (SCIP). In the New Bern study area, SCIP filled gaps in the sidewalk system. In particular, new sidewalks have been provided along:

- The north side of Griffith Street between New Bern Street and South Tryon;
- The north side of Melbourne Court from Marsh Road to Marion Place;
- In the dedicated right-of-way between Marsh Road and Elmhurst Circle; and
- One side of South Tryon from Clanton Road to Remount Road where there are existing gaps.

SCIP also funded improvements to several of the most dangerous intersections in the study area. At Marsh Road and South Boulevard wheel chair ramps, textured crosswalks and pedestrian signals have been provided to ease the crossing of South Boulevard. Similar features are being provided at the Remount Road / South Boulevard intersection, except painted crosswalks were substituted for textured ones. Along South Tryon Street, wheel chair ramps and pedestrian signals were provided at the Griffith Street intersection.

Finally, SCIP money was used to fund the construction of a multi-use bicycle and pedestrian path to run adjacent to the light rail line from Tremont Avenue to Clanton Road.

SCIP has funded intersection improvements, including textured crosswalks and pedestrian signals.

A multi-use trail, similar to the one seen here in Portland, Oregon, will run adjacent to the light rail line.

According to an April 2007 study by the Charlotte Department of Transportation (CDOT), these SCIP improvements should bring pedestrian and bicycle accessibility at most major intersections in the study area up to acceptable levels. It was identified that improved bicycle crossings may be warranted at the intersections of Tryon Street at Remount Road, Tryon Street and Griffith Street, and of South Boulevard at Marsh Road.

Additional pedestrian and bicycle projects, not funded by SCIP, are proposed in the City's Bicycle Transportation Plan and the Bicycle Pedestrian Connectivity Project. These include:

- Widened outside lanes and/or exclusive bicycle lanes on Remount Road and South Tryon Street;
- Pedestrian/bicycle connections between Marsh Road and Elmhurst Road, as well as between Poindexter Drive and Ideal Way on existing "paper" roads.

These proposed pedestrian and bicycle projects are shown on Map A11.

Infrastructure /Public Facilities

Existing Conditions

Infrastructure, public services and facilities in the New Bern study area, for the most part, mirror those in other urban areas of the City.

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 from homes is collected in pipes and transported via gravity flow and pumping to one of five treatment plants.

Stormwater run-off is collected in storm drains throughout the New Bern study area. These drains run beneath the streets and connect directly into creeks. The relatively large amount of impervious surface in the New Bern study area means that the area contributes heavily to the stormwater drainage system.

Lastly, the City provides fire and police service in the New Bern study area. The study area falls within the service area of Fire Station #2, which is located at 1817 South Boulevard. Charlotte-Mecklenburg Police Department's Westover Division, located at 1540 West Boulevard, provides police service.

There are also several public facilities in the study area:

- **Schools:** Marie G. Davis Middle School is the only public school in the study area. Located in the Southside Park neighborhood, it is currently closed for renovations. There are two other schools just outside the study area boundaries - Sedgefield Middle School with approximately 580 students and Sedgefield Elementary with 451 students.

Marie G. Davis Middle School is the only school in the study area; it is currently undergoing renovation.

Southside Park is the only recreational facility in the study area.

- **Parks:** Southside Park is the only public open space in the New Bern Study area. It is an 11 acre facility maintained by Mecklenburg County with a playground, two basketball courts and two multi-purpose fields. Revolution Park Golf Course (111 acres) and Sedgefield Park (4.75 acres) lie just outside the study boundaries.
- **Libraries:** There are no libraries within the study area. The closest is the Scaleybark Branch, which is less than 1/2 mile away.

Trends

Most of the infrastructure in New Bern dates back to the 1940s and 1950s, when the area was developed. Consequently, regular maintenance is needed to keep it operating at existing levels, let alone the demand that redevelopment will place on it.

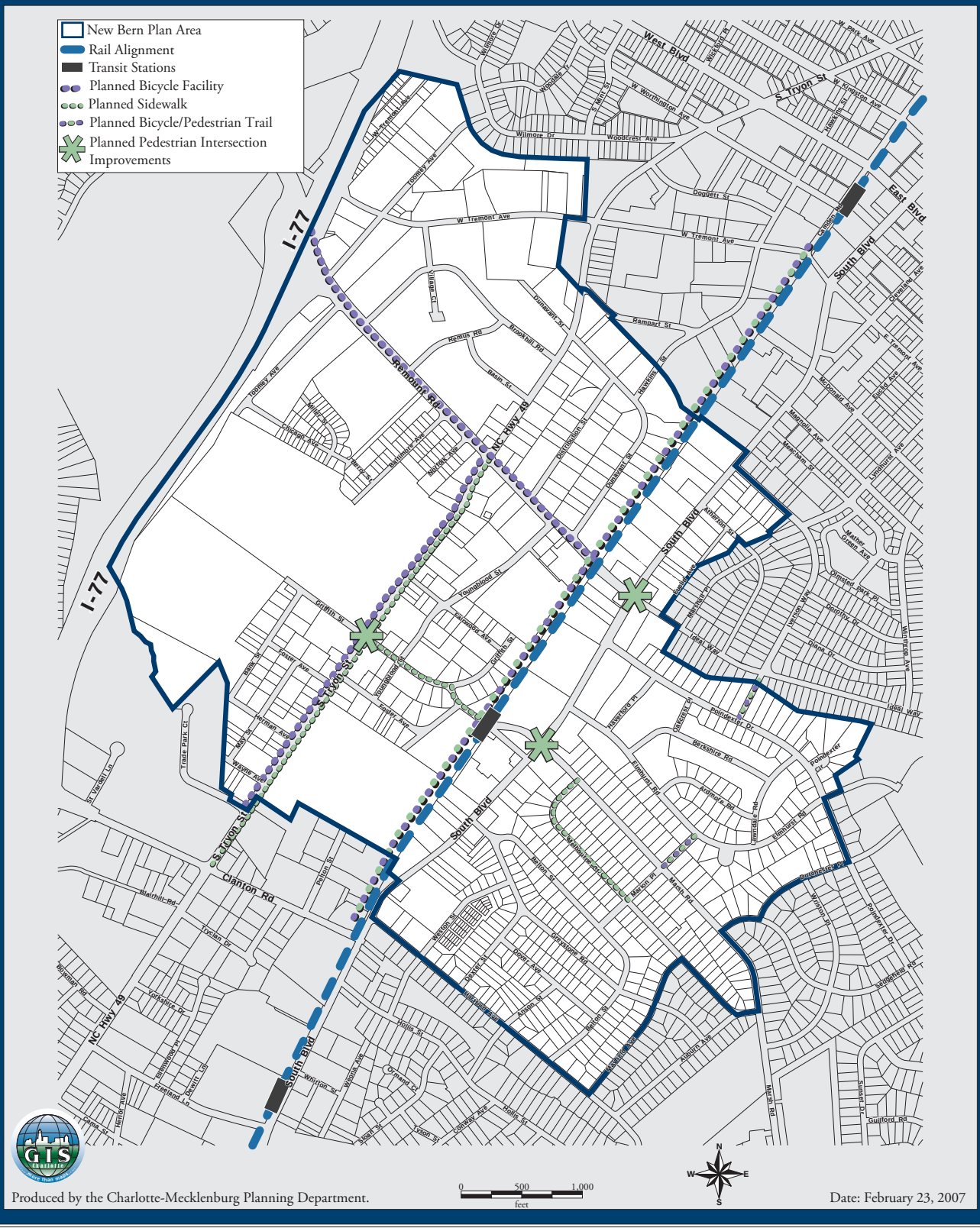
Recent infrastructure improvements have been made or are currently underway in the study area. These include:

- **Marsh Road Storm Drainage Improvement Project:** A $4 million project to reduce flooding in the Sedgefield neighborhood. It involved replacing storm drainage pipes with larger pipes, adding pipes and inlets along roadways, and improving sections of the channel. This project was completed in October 2004.
- **Marie G. Davis Middle School Renovations:** This $19 million project, currently underway, will renovate some of the existing school buildings and add entirely new buildings. Once complete in 2008, the school will have a capacity of 800 students (about 250 more than its existing capacity.)

Just outside the study area, a regional sports and learning academy is being developed at Revolution Park, adjacent to the golf course. It will include many amenities, including a 200 meter track, a golf driving range, a fitness center, computerized classrooms and conference facilities.

New Bern Transit Station Area Plan

Map A11: Planned Bicycle and Pedestrian Improvements



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