



North Tryon Area Plan

Charlotte-Mecklenburg Planning Department

DRAFT DOCUMENT

January 8, 2010



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Executive Summary





Executive Summary

Purpose

North Tryon Street, extending northward from Charlotte's Center City, is a key area for growth within Charlotte and Mecklenburg County.

The purpose of this document is to establish a vision for the plan area and provide recommendations to guide future growth and development consistent with the *Centers, Corridors and Wedges Growth Framework*. Once adopted, this plan will:

- update policies in the *Central District Plan*;
- address key land use, transportation, urban design and development issues;
- provide guidance for future land use and infrastructure decisions;
- serve as the official streetscape plan for the plan area; and
- verify the growth corridor boundaries within the plan area.

Plan Area

The plan area incorporates the properties generally clustered around North Tryon Street, extending from the Brookshire Freeway (I-277) just outside of the Center City, to Sugar Creek Road. It includes warehouse/industrial, retail strip, other business uses, as well as institutional uses and residential areas. The official boundaries of the plan area are shown on Map 1.

Opportunities & Constraints

Through examination of existing conditions in the plan area (see Appendix), opportunities to build upon and constraints to overcome were identified.

Opportunities:

- Proximity to Center City
- Interstate highway access
- Future light rail transit service
- Rail and intermodal facility relocation
- Office employment
- Industrial market
- Existing businesses
- Retail market opportunities
- Single family residential reinvestment
- Multi-family opportunities
- Historic Rosedale
- Street grid system
- School facilities

Constraints:

- Unattractive streetscape on North Tryon Street
- Difficult light rail connections
- Traffic congestion
- Rail facilities
- Crime and crime perception
- Urban Ministry Center and Uptown Shelter
- Used car lots
- Few retail services
- Buildings deteriorated and boarded up
- Lack of park and greenway connections

Vision

The preferred future for the plan area is highlighted in the following vision statement:

The North Tryon Area Plan area is a community of residents, businesses, and industries located just northeast of Charlotte's Center City. The opportunity is at hand to build on the area's locational strengths and market opportunities to improve its physical condition, functional utility, economic viability, appearance, and livability. The area will take its place as one of the thriving mixed use communities surrounding and interacting with the Center City, including stable single family neighborhoods.

Land Use and Community Design

The plan contains a number of policies related to Land Use and Community Design. The plan area lies entirely within a Growth Corridor as defined by the City's *Centers, Corridors and Wedges Growth Framework*. It is a blend of freeway interchange uses, established neighborhoods, general corridor areas, and areas potentially influenced by proposed transit stations; plus some overflow of Center City Activity Center use types.

Land Use policies are broken into four geographic areas and summarized as follows:

A: Intown & Railroad Area

- Increase office and light industrial uses while reducing further heavy industrial in key locations close to uptown and to the proposed light rail station.



The Plan Area has numerous older industrial and commercial properties such as this, in need of renovation.

- Support industrial uses compatible with the rail service yard, with offices and lighter industrial uses along South Tryon Street.
- Support long term mixed use development near the light rail line if intermodal relocation and market conditions permit.

B: Lockwood & Graham Heights Area

- Stabilize Lockwood, Graham Heights, and Tryon Hills neighborhoods by protecting edges and encourage compatible adjacent uses such as office, residential, and neighborhood retail.

C: 30th & Atando Area

- Support reinvestment in Atando industrial area.
- Encourage office and retail at appropriate North Tryon Street locations.
- Encourage extension of Little Sugar Creek Greenway, with compatible uses along edge.



The City North Business Center has been redeveloped for a mix of retail, office, and light industrial uses.

D: Rosedale Area

- Preserve and maintain existing civic uses along North Tryon Street.
- Stabilize Ritch Avenue neighborhood by protecting edges.
- Maintain and expand higher density residential uses with appropriate buffers to other uses.

Transportation and Streetscape

Street Connectivity

Connectivity policies address proposed new streets and enhancements to existing streets to make them more pedestrian and bicycle friendly. The policies include:

- Provide new street connections at key locations; and enhance existing street network.
- Enhance the pedestrian and bicycle network.



The joint Police, Library, and Job Link facility at the east end of the plan area is a strong presence.

North Tryon Streetscape

The condition of North Tryon Street has been identified as a focus for the plan. Improvements are a key to improving the physical, functional, and visual characteristics of the street. The plan recommends future cross sections for the street, based on the City's *Urban Street Design Guidelines* (2007). These cross sections should be used as the basis for City initiated improvements, as well as for new development or major renovation projects in the plan area.



The North Tryon Street pattern is generally lacking in physical, functional, and visual features.

Infrastructure, Public Facilities, and Environment

The core of the plan area includes present and former commercial and industrial development, expected to redevelop over time. Its water and sewer system may require expansion for more intense new uses. In addition, the plan policies include:

- Make trees a feature of all streets, and reduce impervious surfaces.
- Design new buildings and parking areas to reduce stormwater runoff, improve water quality, and encourage alternative transportation modes; protect and enhance the Little Sugar Creek watershed.
- Expand the Little Sugar Creek Greenway and provide additional park facilities within the plan area.
- Encourage burying of overhead utility lines.
- Ensure well connected public facilities with optimum agency joint use



Little Sugar Creek runs along the edge of the plan area, and should become an amenity for the area.

Implementation Guide

The Implementation Guide identifies strategies to implement the policies of the Concept Plan. Because the Implementation Guide is not adopted by elected officials, it is not a commitment. The Implementation Guide outlines a number of improvement projects.

A large number of properties in the plan area are occupied by ongoing businesses. These uses serve important employment and economic functions within the City, and should retain their current zoning to allow continuing as of right operations until the property owners are ready for redevelopment. As such, no corrective rezonings are included in the North Tryon Area Plan.

Also included in the Implementation Guide are development concepts for three Catalyst Sites within the plan area. While showing development on specific parcels, they are illustrative in nature, and not intended to represent specific requirements.



Historic Rosedale Plantation is within the plan area, and should increase in visibility as an area amenity.

Volume I.

Concept Plan



Plan Context

North Tryon Street, extending northward from Charlotte's Center City, is a key area for growth within Charlotte and Mecklenburg County. This plan was undertaken to guide public and private development and redevelopment within the street corridor.

Purpose

This document establishes a vision for the plan area and provides policy direction to guide future growth and development consistent with the *Centers, Corridors and Wedges Growth Framework*. Once adopted, this plan will:

- update existing policies for the plan area in the *Central District Plan*;
- address key land use, transportation, urban design and development issues identified through the planning process;
- provide guidance for future land use and infrastructure decisions;
- serve as the official streetscape plan for the plan area; and
- verify the growth corridor boundaries within the plan area.

Plan Boundaries

The plan area incorporates the properties generally clustered around North Tryon Street, extending from the Brookshire Freeway (I-277) just outside of the Center City, to Sugar Creek Road. It includes warehouse/industrial, retail strip, other business uses, as well as institutional uses and residential areas. The official boundaries of the plan area are as shown on Map 1.

The planned Blue Line Extension of Charlotte's light rail transit line will follow the existing rail alignment roughly along the south edge of the plan area. Three transit stations are planned close to the plan area. For the most part, it is intended that Transit Station Area planning will be accomplished through a separate process to be initiated in the near future. Property surrounding the proposed 36th Street station appears to be developable for transit oriented development. As such, land south of Sugar Creek is not included in this plan area. On the other hand, continuing use of the rail yard is expected to limit street and pedestrian connections northward at the 16th and 27th Street stations. As such, land just north of the transit line at these stations is included in this plan area.

The market study elements of the plan refer to a larger area than the plan area. The trade area within which retailers operate is not constrained by the boundaries of this plan, and covers much of inner northeast Charlotte. This trade area is bounded by the Brookshire Freeway, 10th Street, and Statesville Road to the west; I-85 and Rocky River Road to the north; Newell Hickory Grove Road to the east; and The Plaza and Hawthorne Lane to the south.

Document Organization

This document is organized into three parts as shown below. Only the first part, the Concept Plan, will become adopted City policy. Part 2, Implementation Guide, will be used to guide staff work. Part 3, Appendix, provides supporting information.

Area Plan Document

Part 1: Concept Plan

- Purpose
- Vision Statement
- Goals
- Policies

Concept Plan is adopted by City Council and will act as a policy guide for future decision making.

Part 2: Implementation Guide

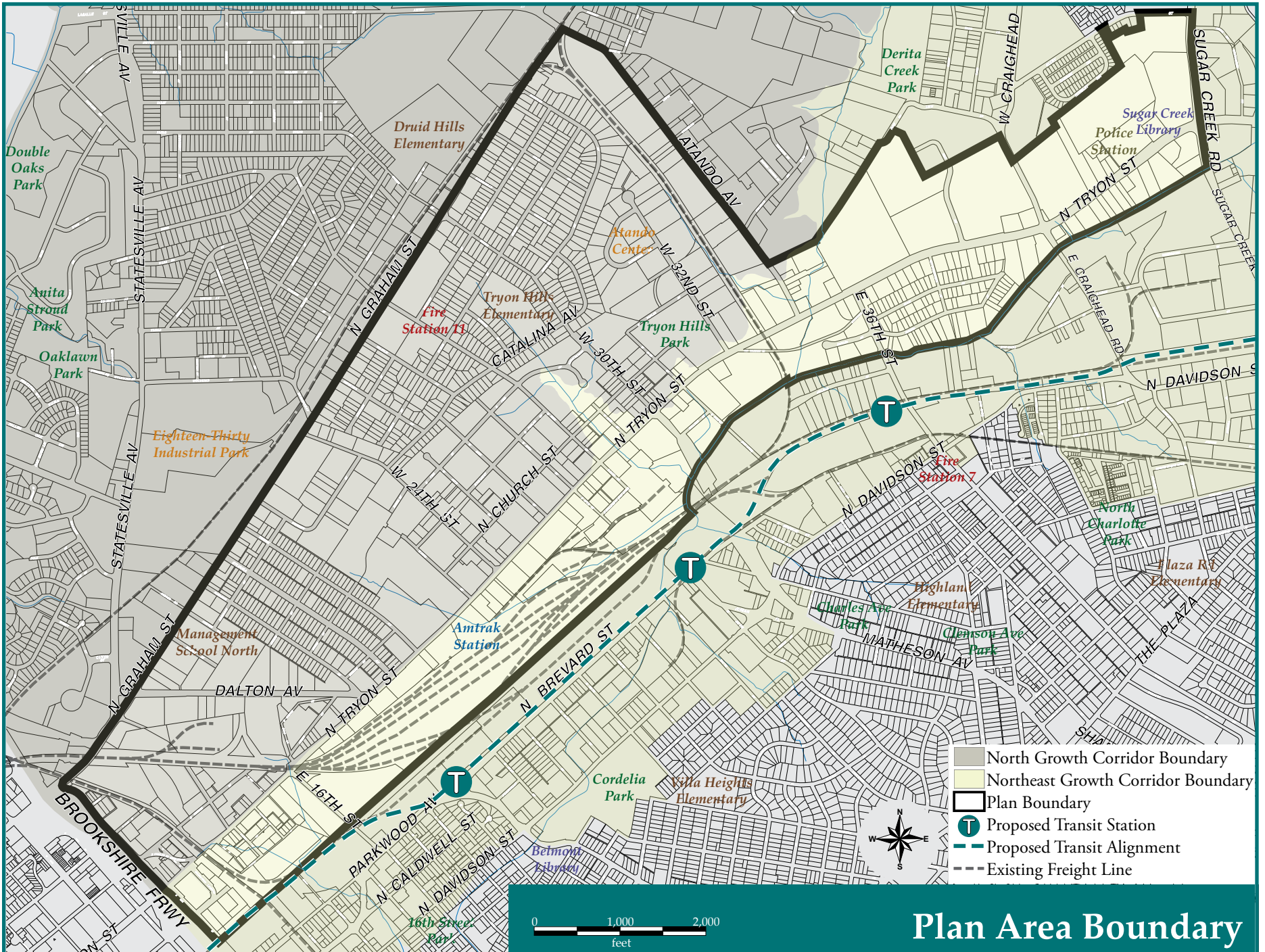
- Action Steps Identified to Carry Out Plan Policies

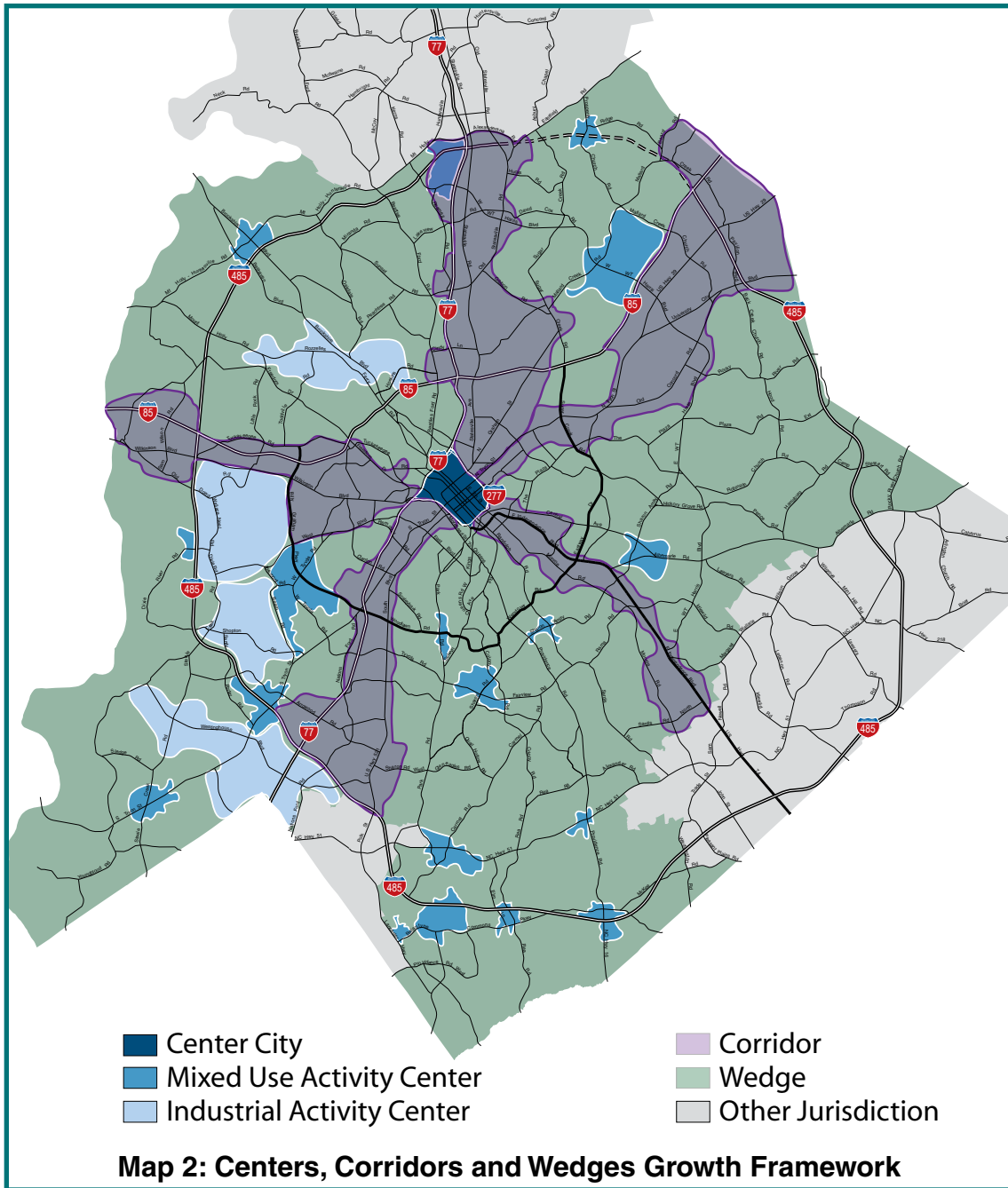
Provides direction to staff in implementing plan policies

Part 3: Appendix

- Existing Conditions Report
- Trends & Forecasts
- Other Supporting Information

Provides additional, supporting information





Policy Framework

The following key documents provided guidance and direction for this plan:

Centers, Corridors and Wedges Growth Framework

establishes a vision for future growth and development. It does this by identifying three geographic land use categories for Charlotte's sphere of influence, and outlining the desired characteristics of each of these geographies:

- **Activity Centers** are generally appropriate for new growth, with the type and intensity of development corresponding to the Center type.
- **Growth Corridors** are often priority locations for new growth, especially in identified Transit Station Areas.
- **Wedges** will remain predominantly low density residential with limited higher density housing and neighborhood serving commercial uses.

Much of Charlotte's future moderate to higher intensity development is expected to occur within five major Growth Corridors and in designated Activity Centers. This will help maximize existing infrastructure and services.

Map 2 shows the general layout of Centers, Corridors and Wedges. The plan area is located entirely within the North and Northeast Growth Corridors where they come together just outside of Center City Charlotte.

General Development Policies

are adopted policies on various topics relevant to development and redevelopment in Charlotte-Mecklenburg. In particular, they address residential location and design, retail-oriented mixed/multi-use centers and transit supportive development. Additionally, the General Development Policies provide guidance to minimize negative environmental impacts of land development and to more closely link land use and development decisions to the availability of infrastructure to support it.

Transit Station Area Principles are incorporated into the General Development Policies. These provide specific guidance for land use, design, and transportation facilities within a ½ mile walk of rapid transit stations.

Central District Plan

(1993) is one of six geographic district plans covering Charlotte's planning jurisdiction. It addresses a wide range of physical development issues and provides parcel-specific land use policies within the district. This plan will update the Central District Plan for the plan area.

Transportation Action Plan

(2006) defines short and long-term policies for accommodating motor vehicles, transit riders, bicyclists and pedestrians together with an implementation "blueprint" for improvements. The *Transportation Action Plan's* comprehensive "toolbox" of transportation programs will help implement the recommendations made in this plan.

2030 Transit Corridor System Plan

(2006) is a long-range multi-modal transportation plan that identifies five transportation corridors, a series of Center City improvements, and enhanced bus service and facility improvements throughout the region. The Northeast Transit Corridor and Blue Line Extension Light Rail project adjoins the plan area. Planning for station areas and transit oriented development has a direct effect on plans for this area.

Urban Street Design Guidelines

(2007) offer a comprehensive approach to designing new and modified streets within the City. They are also a key component of the Transportation Action Plan, and were used in developing this plan to assist with street classifications and cross-sections that will guide the design and redesign of streets. The Urban Street Design Guidelines also addresses integrating land use and transportation to create synergy between the streets and the land uses adjacent to them.

Greenway Master Plan Update

(2008) identifies an expanded greenway network and greenway trail system throughout Mecklenburg County. As land is acquired and set aside over time, the greenway system should also improve water quality by reclaiming natural floodplains, protect wildlife habitats and open space, and provide recreational and educational opportunities for residents.

Plan Development

The City of Charlotte's Economic Development Department engaged Warren & Associates to prepare the analyses for this plan, working in conjunction with Planning and Transportation departments, and the Charlotte Area Transit System. Cole Jenest & Stone, Kimley-Horn Associates, and Littlejohn Group also participated. A more extensive document, the *North Tryon Redevelopment Study*, dated November 2008, gives greater detail of the consultants' analysis.

This plan builds directly on the consultants' work. It documents existing conditions, identifies market opportunities, and evaluates alternative land development scenarios. In addition, public sector improvements, and actions that could leverage private sector reinvestment in the corridor are outlined.

Public Input

This plan incorporates a significant public involvement component.

- A Stakeholder's Committee met four times, and three public meetings were conducted.
- Interviews were conducted with business and property owners to gain insight on existing conditions and issues impacting redevelopment potential.
- A public meeting was held on March 20, 2008, and a survey was distributed.

- The findings of the meeting and survey are integral to the Opportunities and Constraints developed, and to the policy recommendations of this plan.
- The plan adoption process includes distribution of a draft of this document at another public meeting, with further public input and possible revisions.
- The Planning Committee of the Charlotte-Mecklenburg Planning Commission hears citizen comments and makes a recommendation to the Charlotte City Council. The City Council also hears citizen comments and makes the final decision concerning adoption of the plan.



This recent business renovation shows business commitment to the area and good site design.

Key Opportunities and Constraints

An understanding of existing conditions, including feedback received from the public during the planning process, reveals opportunities to build upon and constraints to overcome. Key opportunities and constraints, highlighted below, form the basis for the vision statement and plan policies.

Opportunities

- **Proximity to Center City:** The location is just outside the I-277 loop (Brookshire Freeway), with Center City access and views.
- **Interstate highway access:** The area has close proximity to I-277 and I-85 for regional access.
- **Future light rail transit service:** The Blue Line Extension will run just south of the plan area, with increased transportation access and some spillover redevelopment opportunity for the area.
- **Rail and intermodal facility:** The Norfolk-Southern intermodal facility is operating at 200% of capacity; a relocation is planned, but continuing rail service and activity is anticipated, such as the Norfolk Southern Service Yard.
- **Office employment:** There is strong office potential resulting from lack of supply and rising prices in Center City. While the current economic downturn has impacted this factor, it is likely to reemerge as conditions stabilize.

- **Industrial market:** The market for industrial space is growing.
- **Existing businesses:** Businesses indicate a desire to stay and expand in the area.
- **Retail services:** While there are minimal existing retail amenities or services, Compare Foods at North Tryon Street and Sugar Creek Road is one of the highest grossing supermarkets per square foot in the Charlotte area.
- **Single family residential reinvestment:** Lockwood and Ritch Avenue neighborhoods are undergoing reinvestment; speculative purchases and renovations are taking place. The older homes and large lots have had stable home ownership.
- **Multi-family opportunities:** Tryon Hills property is under new ownership and is studying redevelopment options; Dillehay Courts is under consideration for Hope VI grant.
- **Historic Rosedale:** Rosedale has the potential to preserve green space and develop as a community resource.
- **Street grid system:** The street network provides good connectivity for higher intensity development, with some missing links.
- **School facilities:** The Highland Renaissance Academy, Sugar Creek Charter School, and Performance Learning Center offer strong programs within the plan area.

Constraints

- **North Tryon streetscape:** The appearance of the North Tryon streetscape as it has evolved is lacking in landscaping and features seen elsewhere in the City. In some places, North Tryon Street has narrow travel lanes, no space for left turn lanes, and sidewalks without adequate planting strip to buffer pedestrians from moving traffic. The 16th Street bridge is low and unattractive.
- **Difficult light rail connections:** Connections to the future light rail line may be limited or difficult to achieve due to the rail lines and safety concerns that they pose.
- **Traffic congestion:** North Tryon Street is a heavily used crosstown traffic artery, with a great deal of traffic not originating or ending within the plan area.
- **Rail facilities:** After planned relocation of the intermodal facility, some rail uses will remain. The railroad uses do isolate neighborhoods and discourage some redevelopment options.
- **Crime and crime perception:** Crime exists, but is focused in hot spots; its perception also is a problem. Issues with gangs, prostitution, and drugs have been cited.
- **Urban Ministry Center and Uptown Shelter:** The social service agencies hinder private sector investment, but conditions are improving. Panhandling is an issue in the plan area.

- **Used car lots:** These are not only an issue in terms of the image and appearance, but also can serve as fronts for drug-related activity.
- **Retail services:** Retail amenities and services in the plan area at present are minimal and poorly maintained.
- **Buildings deteriorated and boarded up:** A number of properties are vacant with buildings in poor condition, contributing to a poor area image.
- **Lack of parks and greenway connections:** Neighborhoods in the plan area have little access to parks and greenways.

The existing North Tryon streetscape is lacking in landscaping features, has narrow lanes, no turn lanes, and inadequate sidewalks.



Vision Statement

The preferred future for the plan area was developed based on the input from the community. The statement describes the kind of place the community envisions for the future; it generates common goals, offers the possibility for change, and gives the community something to move toward.

The North Tryon Area Plan area is a community of residents, businesses, and industries located just northeast of Charlotte's Center City. The opportunity is at hand to build on the area's locational strengths and market opportunities to improve its physical condition, functional utility, economic viability, appearance, and livability. The area will take its place as one of the thriving mixed use communities surrounding and interacting with the Center City, including stable single family neighborhoods.

Goals

To achieve the future envisioned for the plan area, the following goals have been identified. The goals build upon adopted plans and policies.

Land Use

- Support stabilization of the existing housing stock, and encourage variety in housing types to accommodate a diversity of residents.
- Stabilize business and industrial uses through redevelopment, renovation, and transition to a more orderly arrangement of uses.
- Encourage commercial revitalization to serve the needs of residents and businesses.
- Capitalize on proximity to the Center City, the interstate highway interchanges, and the future Blue Line light rail extension.



The Ritch Avenue neighborhood has had a number of attractive new homes constructed in recent years.

Community Design

- Create an improved urban environment by encouraging project design that contributes to the community, creating attractive streetscapes, building on the synergy of infrastructure investments, and respecting the character of the neighborhoods.

Transportation

- Focus on improvements to North Tryon Street to enhance the physical, functional, and visual characteristics of the street.
- Enhance the area's transportation system by providing new street connections and improving the pedestrian and bicycle environment.

Infrastructure and Public Facilities

- Provide the infrastructure and public facilities needed to support development in the Growth Corridor.

Environment

- Improve the quality of the area's environment, focusing on enhancing the tree canopy, improving water quality from stormwater run-off, and providing open space and greenway access.

Plan Concept

The plan concept shown in Map 3 provides the basis for the more detailed land use recommendations that follow. The plan area has evolved a rather haphazard mix of uses. It is expected that many of these uses will continue, but that through redevelopment projects, the plan area might be brought into a more coherent form.

The Concept Map identifies the principal nodes of activity, shown as “bubbles” on the map:

- Neighborhood Preservation in existing single-family neighborhoods;
- Moderate Density Residential including areas of expected redevelopment;
- Continuing Industrial/Warehouse uses, especially adjoining the rail lines.
- Office intensification;
- Institutional focus area;
- Retail focus areas with mixed use possibility;
- Office/Industrial area adjacent to Center City with a mixed use possibility;
- Greenway restoration.

Uses in the areas peripheral to these nodes should be designed for compatibility with uses in the adjoining nodes.

North Tryon Area Plan



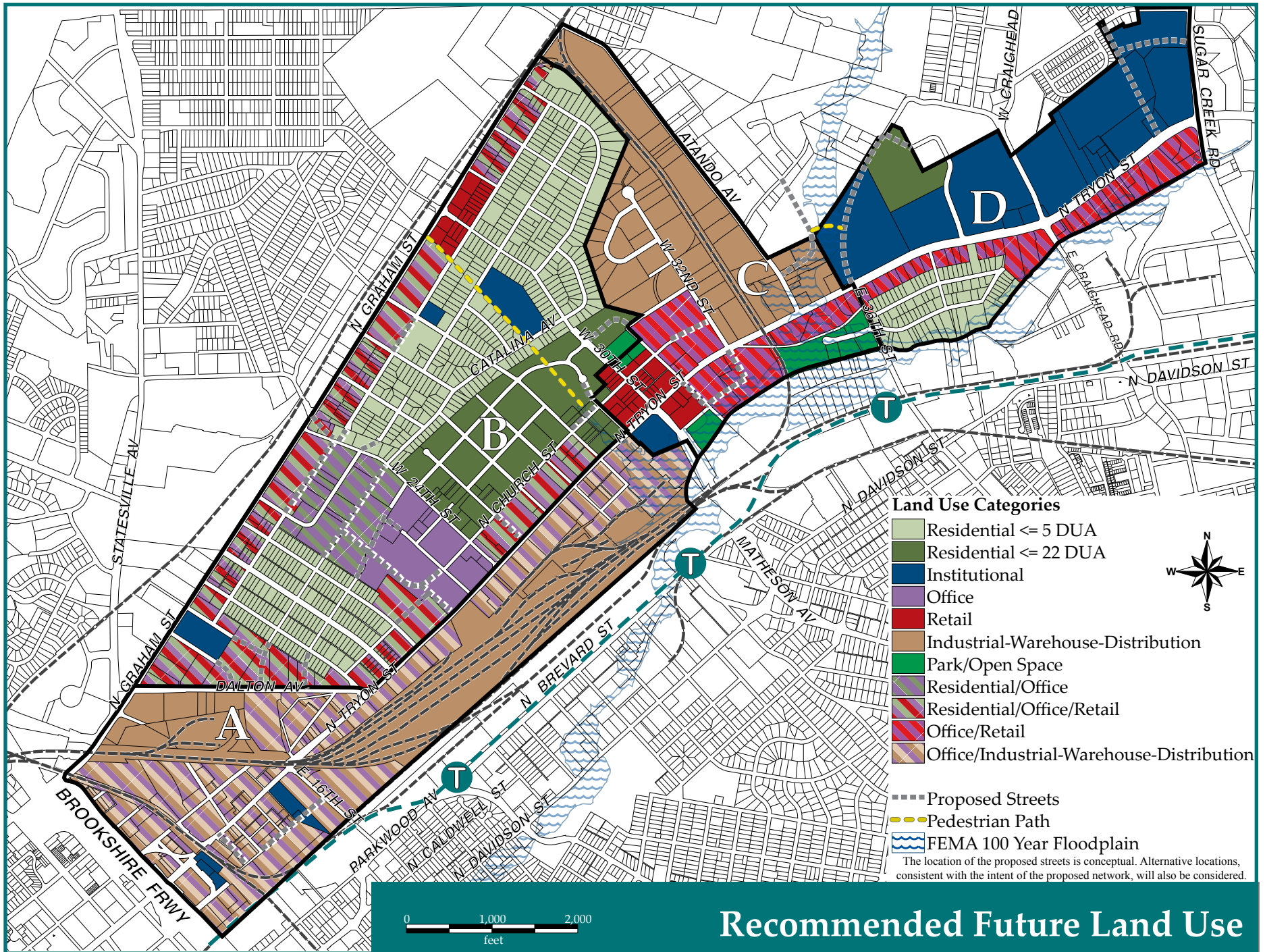
Produced by the Charlotte-Mecklenburg Planning Department, January 5, 2010.

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Concept Map

Map 3

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Land Use

This section establishes future land use policies for the area and recommends appropriate land uses to realize the plan vision. In developing these policies, transportation and community design issues were also considered and incorporated as appropriate.

The Land Use Goals for the plan area are as follows:

- Support the stability of the existing housing stock, and encourage variety in housing types to accommodate a diversity of residents.
- Stabilize business and industrial uses through redevelopment, renovation, and transition to a more orderly arrangement of uses.
- Encourage commercial revitalization to serve the needs of residents and businesses.
- Capitalize on proximity to the Center City, the interstate highway interchanges, and the future Blue Line light rail extension.

The Brookshire Freeway (I-277 loop) historically has been the physical and psychological barrier to development pushing out of Center City in a northerly direction on the North Tryon Corridor. This aging corridor has had little in the way of market forces or catalyst developments to have spurred much more than incremental change.

However, rapidly escalating land values and extremely low office vacancy rates within Center City have resulted in an increase of interest in the corridor. With the recent push in residential and retail development within the NoDa neighborhood to the southeast around 36th and North Davidson Streets, and the proposed extension of the light rail line, the future of the corridor appears to be ripe for growth and opportunity.

The plan area lies entirely within a Growth Corridor as defined by the City's *Centers, Corridors and Wedges Growth Framework*. The plan area contains a blend of all the typical Growth Corridor use types: interchange accessible uses, established neighborhoods, general corridor areas, and areas potentially influenced by proposed transit stations; plus some overflow of Center City use types. Because of the historic pattern, these use types fall into four geographic areas as described herein:



Urban Ministries, in a modern facility in the plan area, has an impact on surrounding uses.

- A: Intown & Railroad Area
- B: Lockwood & Graham Heights Area
- C: 30th & Atando Area
- D: Rosedale Area

The land use policies are shown on Map 4. Each policy is numbered, and the specific location noted on the map extracts for the four land use areas. The policies also are cross referenced by number in the Implementation Guide.

Key Urban Design considerations related to a particular land use policy are noted as bullet points under the policy. Key Street Network policies that relate to the Land Use Section also are noted and numbered. The Urban Design and Transportation sections of this plan provide additional detail. The location of proposed streets is conceptual. Alternative locations, consistent with the intent of the proposed network, will also be considered.



The Norfolk Southern rail terminal dominates its surroundings. Terminal relocation will ease but not eliminate its impact, with some rail functions remaining.

Area A: Intown & Railroad Area

Description

Area A is generally bounded by I-277, Graham Street, Dalton Avenue, North Tryon Street, the southern boundary of the existing postal facility, Matheson Avenue, and the railroad tracks along Brevard Street. Catalyst Site 1 and a portion of Catalyst Site 2, as described in the Implementation Section of this Plan, are located in this area.

Situation

Current land uses within this area are predominantly industrial. The existing Norfolk Southern Railroad bisects properties on both sides of North Tryon Street. The Uptown Men's Shelter and Urban Ministries also are in the area. At the northern end of the area, the Norfolk Southern freight yard, intermodal facility, and Amtrak Station dominate.

- The Amtrak station is proposed to be relocated to West Trade Street near Gateway Village. This relocation opens an option for multiple buildings layered toward the remaining rail lines.
- Additionally, the Norfolk Southern Intermodal trailer facility is proposed to relocate to the Charlotte Douglas International Airport. This relocation allows consideration of development between Brevard Street and the rail line.

North Tryon Street is at its narrowest dimension with broken sidewalks adjacent to the curb and

little street tree canopy. There are two railway overpasses that limit visibility.

Focus

This area is closest to Center City Charlotte and therefore influenced by the Center City relationship. Market conditions support increased office and light industrial opportunities while reducing and restricting further heavy industrial. Long-term future opportunities may arise for mixed uses with the development of the 16th Street light rail station. The creation of a new street network will allow density within the area to increase through the opportunity of multiple buildings to form an "in town" office warehouse park.

The intermodal yard vicinity is challenging due to the large amount of land given over to rail usage and lack of connectivity. The focus here is to identify uses compatible with the rail service yard. The success of the existing City North Business Center influences the uses, as does the proposed 16th Street light rail station.

Land Use Policies

1. **Locate higher density, pedestrian-oriented flex and/or office uses** fronting North Tryon Street and along internal side streets.
 - Provide pedestrian access to the street.
 - Create buildings with ornamentation and architectural character. Avoid blank architectural walls fronting the street.

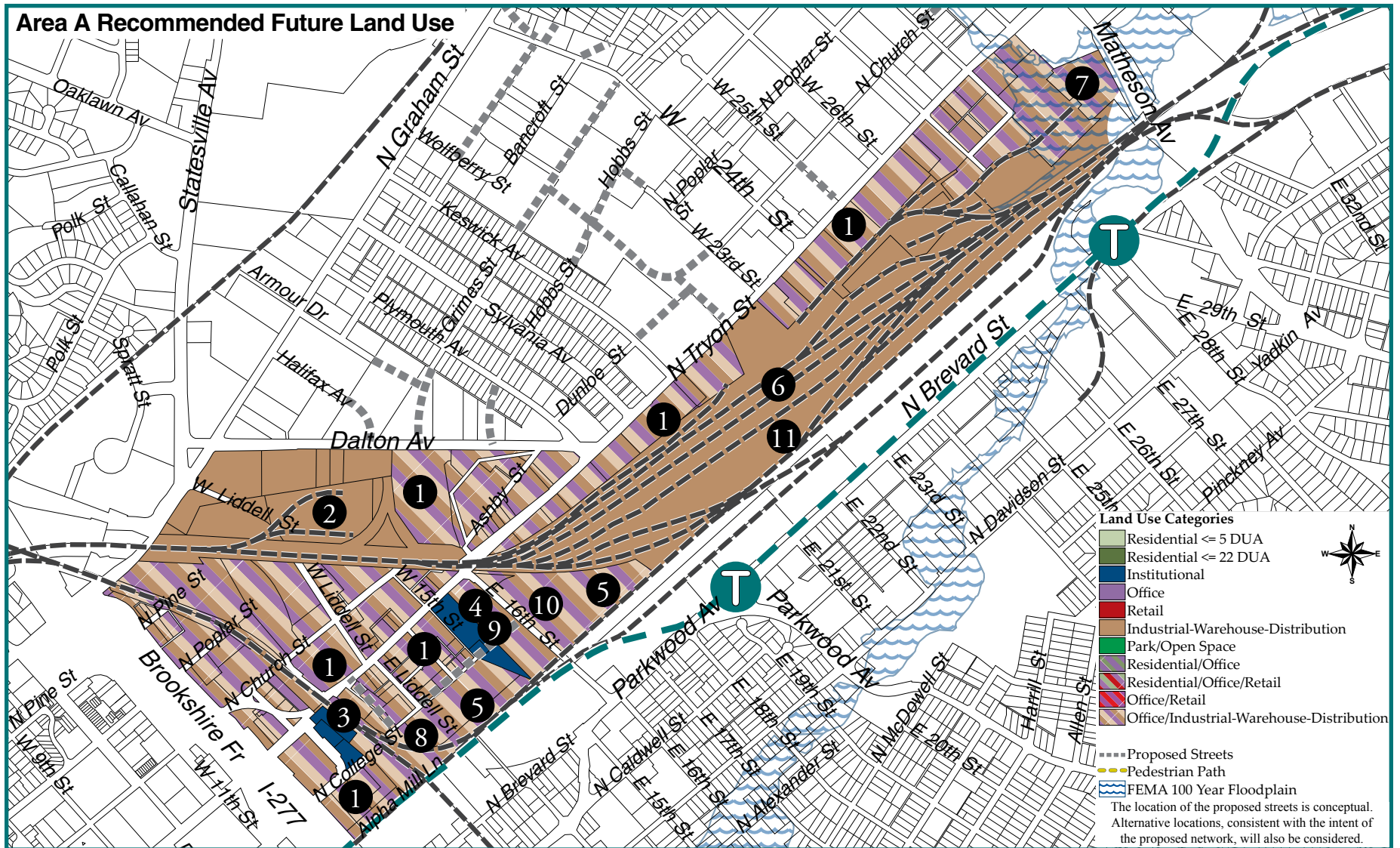
- If a building use such as flex office space requires parking in the front of the building, limit parking to a single, double-loaded bay.
- Rear load warehouse service access and screen dumpsters and service functions from pedestrian view.
- Locate a limited amount of pedestrian-oriented and local-serving retail in the vicinity of North Tryon and 16th Streets, as a part of the overall development.

2. **Retain the existing industrial south of Dalton Avenue.** The existing industrial uses are viable employment concentrations and contribute to the commercial tax base.
3. **Indicate the Urban Ministries facility as an institutional use** expected to remain on the east side of North Tryon Street.
4. **Indicate the Uptown Men's Shelter facility as an institutional use** expected to remain on the east side of North Tryon Street.
5. **Pedestrian access from North Tryon Street to the proposed 16th Street light rail station** located near the intersection of Parkwood and 16th Street will be challenging due to the multiple railroad tracks there. If pedestrian crossing challenges at the tracks can be addressed and if market conditions support it, transit oriented development or intense residential uses in the vicinity of 16th Street would be an appropriate alternative to the recommended office and flex uses.

6. **Relocation of the intermodal facility and Amtrak station may provide some new opportunities in the area.** It is expected that the rail switching yard and rail service through the area will continue, and that a

number of industrial uses along the corridor will remain in place. Along the east side of North Tryon Street in the switching yard vicinity, industrial uses should change from strictly industrial to a com-

bination of office and industrial. Behind a layer of office/flex uses fronting North Tryon Street as previously discussed, more intense warehouse and industrial uses will provide a transition to remaining rail facilities.

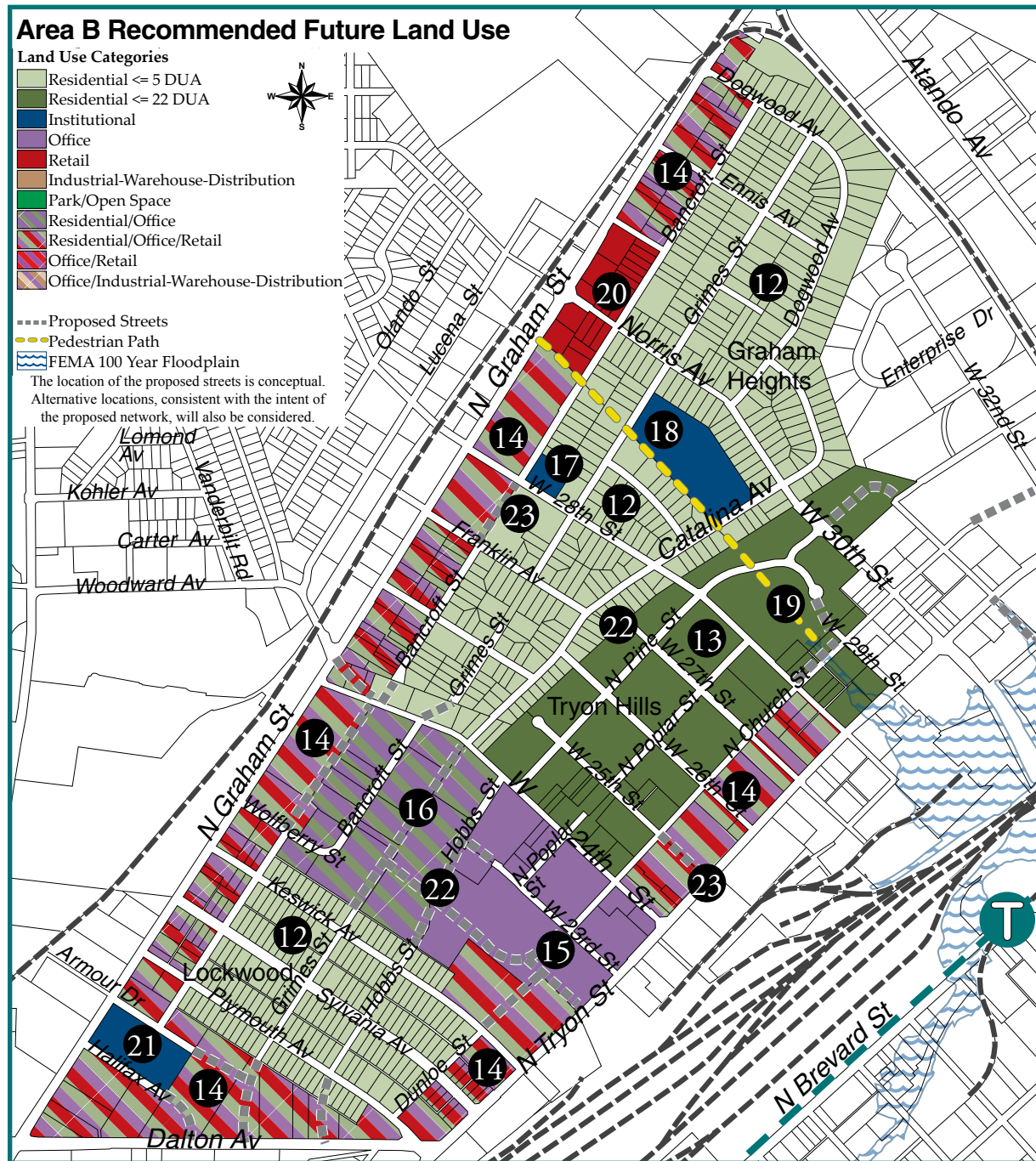


7. **New development along the Little Sugar Creek floodplain** which parallels North Tryon Street and crosses it in the vicinity of 29th Street should reflect heightened environmental concerns, and follow current standards. There are opportunities for buildings to front on the potential greenway along this floodplain route.

Supporting Street Network

The existing internal local street system is limited on both sides of North Tryon Street.

8. **Develop an internal, interconnected network of local streets** throughout the area to support increased higher density land use.
9. **Purchase or acquire an easement at the rear of the Uptown Men's Shelter property** to create more contiguous land and provide the opportunity for an increased street network that connects to 16th Street.
10. **Improve the streetscape of 16th Street** by providing curb and gutter, a planting strip, street trees, sidewalks, and bike lanes.
11. **Due to Norfolk Southern Railway switching yard bisecting the plan area**, there is little opportunity to create additional public streets in its vicinity. Site layouts should use shared drives between buildings to reduce access points to North Tryon Street.



Area B: Lockwood & Graham Heights Area

Description

Area B is located on the west side of North Tryon Street, and is bounded by Dalton Avenue, Graham Street, Atando Avenue, and North Tryon Street. A portion of Catalyst Site 2, as described in the Implementation Section of this Plan, is located within Area B.

Situation

The Graham Heights and Lockwood neighborhoods comprise the heart of Area B. They are predominantly small bungalow style homes situated along tree-lined streets. The preservation of these neighborhoods is vital to the corridor and to the plan's larger vision of a vibrant, successful area with a mixture of complementary land uses.

Tryon Hills is a multi-family community just south of Graham Heights. It has few recreational facilities or neighborhood services. Like the single family neighborhoods, the edges are being eroded by incompatible uses or uses that should have a buffer.

Other land uses in Area B include limited retail, industrial, residential, offices, the WSOC studios, and City North Business Center.

Focus

The focus for Area B is stabilization of the neighborhoods by protecting their edges from further erosion by industrial uses. It also is

vital to create compatible land use adjacencies that re-knit the neighborhoods. Local and neighborhood services along Graham and North Tryon Streets would contribute to the vision. Further industrial land uses in this area should be limited, and should transition from primarily light industrial uses to a mix of residential/office/retail uses.

Land Use Policies

12. Strengthen the Lockwood and Graham Heights neighborhoods and preserve their stability by restricting further encroachment of non-residential development. Encourage infill of single family units on vacant lots at a density of up to 5 dwelling units per acre (dua).

- The architectural character of new residential should reinforce the appearance of the existing.
- Establish appropriate buffers and screening between the residential and non-residential uses (existing and future development.)

13. Support moderate density residential use at Tryon Hills generally between West 24th Street and West 30th Street, at a density not to exceed 22 dwellings per acre (dua). Blend the scale and setbacks with the existing residential.

- Provide covered front porches, balconies, and varying façades.
- Incorporate green spaces and extension of the greenway within and through the development.

- Incorporate sidewalks within the development that connect with the public sidewalks.
- A density increase of up to 30 dua should be considered if an appropriate buffer is provided to existing single family homes, and a distinct decrease in density and building height is established along the single family neighborhood edge.

14. Encourage a mix of office, retail and residential along North Tryon Street, Dalton Avenue, and North Graham Street where they abut the existing neighborhoods, serving as a buffer between the streets and the neighborhood, and providing neighborhood services.

- Two- to three-story retail should front the main traffic arteries, with parking and service located in the rear and screened from pedestrian view. Retail could stand alone or include office or residential built on top. Residential uses up to 22 dua are appropriate.
- Provide pedestrian accessibility from within the neighborhoods to these uses.
- Create appropriate buffers to transition to the neighborhoods.

15. Support the burgeoning office market surrounding the Tryon North Business Center and the WSOC station by encouraging the development of contiguous office uses in the 23rd and 24th Street vicinity.

16. **Encourage a combination of office and moderate density residential uses** (up to 22 du/a) to the north of Lockwood to re-knit the neighborhood with Graham Heights and Tryon Hills. Inclusion of retail use as part of a true mixed use development and appropriate separation from the neighborhoods also is appropriate.
17. **Indicate the existing Fire Station 11**, on West 28th Street, as an institutional use.
18. **Indicate the existing Tryon Hills Pre-K school as an institutional use.** Pursue development of a neighborhood park, as part of the Tryon Hills redevelopment or within Graham Heights. Consider partnering with the existing Tryon Hills Pre-K School.
19. **Encourage a greenway connection from Little Sugar Creek through Graham Heights and Tryon Hills.** The Greenway could follow a tributary of Little Sugar Creek that currently passes through these neighborhoods or an overland bicycle path could follow 30th Street to connect to Little Sugar Creek and the existing Duke Power right-of-way at North Graham Street. The Duke Power right-of-way is currently under consideration as part of Mecklenburg County Park and Recreation's planning process.
20. **30th Street is a primary cross-connector carrying traffic from outside the area.** This creates the opportunity to provide neighborhood retail uses at the intersection of North Graham and 30th Streets, with appropriate buffers to transition to the neighborhoods.

21. **Indicate the existing Performance Learning Center**, originally built as Parks Hutchinson School, as an institutional use.

Supporting Street Network

There are a limited number of cross connectors within this area, and opportunities to add new streets may come only with large scale redevelopment such as the Tryon Hills neighborhood.

22. **Recreate local street and pedestrian connections** as feasible between Lockwood, Graham Heights, and Tryon Hills Neighborhoods. Likewise, establish new local street connections in other areas when redevelopment provides the opportunity.
23. **Provide sidewalks with planting strip and street trees** that allow residents within the area to walk comfortably to uses on North Graham and North Tryon Streets.



The Tryon Hills multi-family property is planned for redevelopment. Portions are presently boarded up.

Area C: 30th to Atando Area

Description

Area C straddles both sides of North Tryon Street, and is generally bounded by Area B's boundary to the west, Atando Avenue and 36th Street to the north, Little Sugar Creek to the east, and 29th/30th Streets to the south. Catalyst Site 3, as described in the Implementation Section of this Plan, is proposed within Area C.

Situation

This area is dominated by industrial uses and an active Norfolk Southern rail line. The proposed light rail and its 36th Street Station are in close proximity. Within the area is 30th Street/Matheson Avenue, a significant east-west arterial. Its intersection with North Tryon Street offers one of the few locations to create a significant collection of neighborhood retail services and a centerpiece development opportunity for the community.

Little Sugar Creek has a significant floodplain. While this is in some ways a development constraint, it also provides the opportunity to serve as a greenway amenity for proposed uses along the creek and through the area.

Focus

The focus of this area is to preserve the industrial warehouse uses near Atando Avenue, and to take advantage of the natural

resource of Little Sugar Creek and the existing prominent intersection of 30th and North Tryon Streets.

Land Use Policies

24. Retain the industrial/ warehouse/ distribution uses along Atando Avenue. These are viable uses that contribute to the employment base.

- Provide appropriate screening between the industrial uses and the existing residential land uses

44. Transition to retail land uses in three of the four quadrants of the North Tryon and 30th Streets intersection. The existing postal facility in the southeast quadrant is expected to remain.

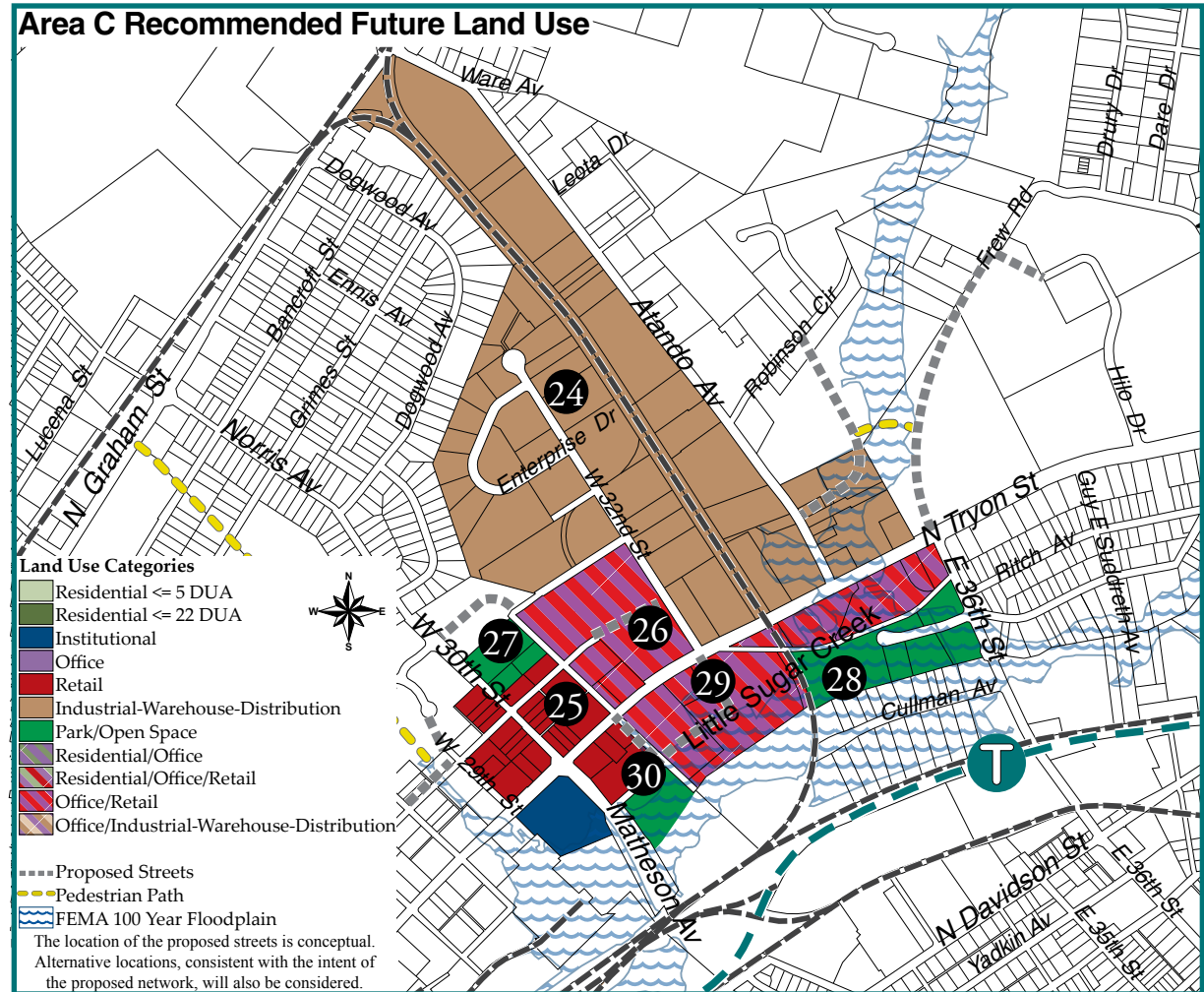
- This intersection is one of the most important nodes of the corridor and should be recognized with significant architecture. The buildings could be mixed use in nature with office or residential built on top.
- Future market conditions indicate an anchor grocery store is supportable for this location.
- The buildings are to front the streets with all parking located to the rear and screened from view.
- Provide appropriate screening or buffer to adjacent residential. Scale and mass of retail should consider relationship to single story homes.

45. Transition land use to office/retail immediately west of and paralleling North Tryon Street between 31st and 32nd Streets: multi-story buildings with retail on the ground floor and office above.

- Provide parking in the rear with clear pedestrian connections to the buildings from the parking lots

and the frontage along North Tryon Street.

- Break down the mass of the buildings both horizontally and vertically to provide for human scale and interest. Distinguish ground level design from upper stories.

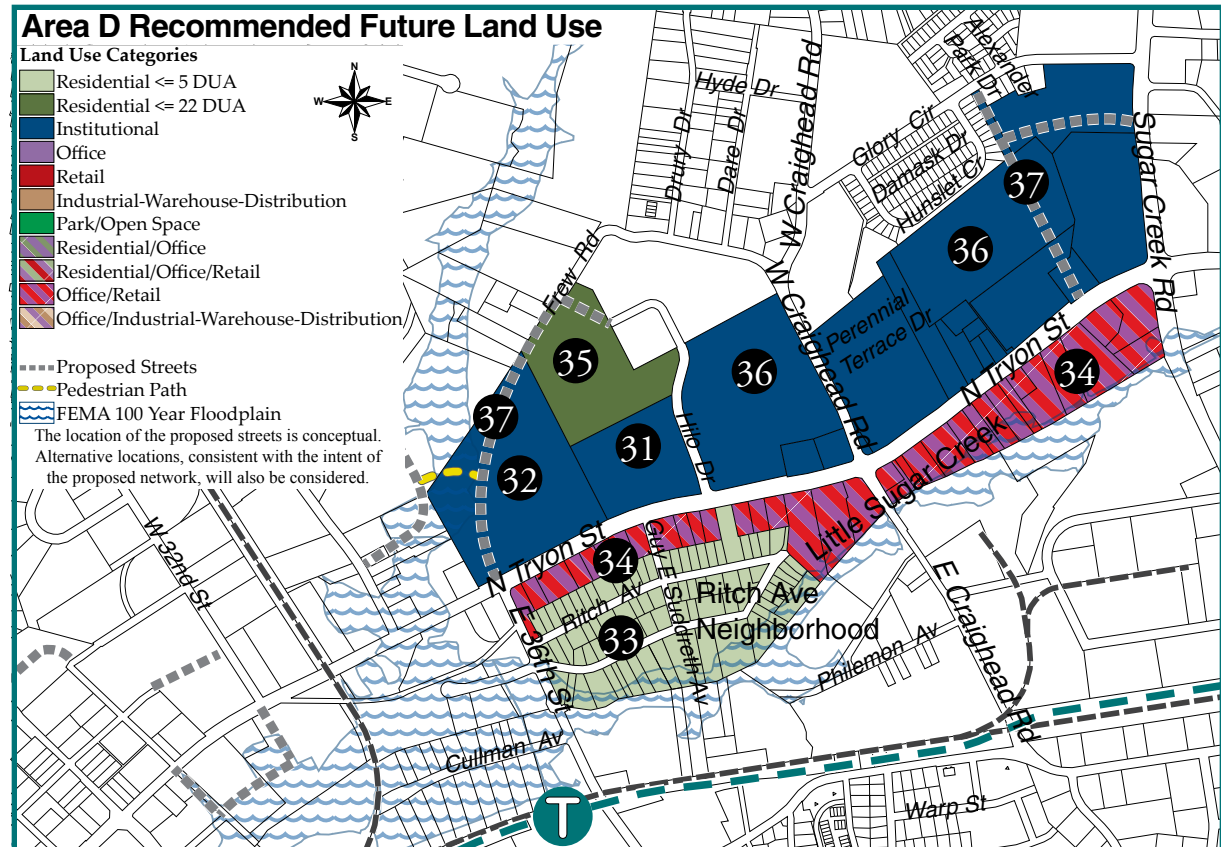


46. Indicate the existing Tryon Hills Park between 30th and 31st Streets as a Park/Open Space.
47. Encourage the development of Little Sugar Creek greenway on the east side of North Tryon Street into a viable collection of pathways/trails that connect with the existing greenway. The greenway currently ends at Cordelia Park near the intersection of North Davidson Street and Parkwood Avenue.
48. New retail or office development along the Little Sugar Creek floodplain which parallels North Tryon Street should reflect heightened environmental concerns, and follow current standards. There is an opportunity for multiple buildings to be fronted on North Tryon Street and the potential greenway.

Supporting Street Network

There is limited opportunity to add to the existing public street network on the west side of North Tryon Street within Area C.

49. Develop an internal, interconnected network of local streets as redevelopment occurs, to allow moderate density land use.



Atando Avenue has a number of continuing productive industrial, warehouse, and industrial uses.



Little Sugar Creek, at the edge of the plan area, can be an area amenity with appropriate redevelopment.

Area D: Rosedale Area

Description

Area D straddles both sides of North Tryon Street, bounded by the plan area limits to the west, Sugar Creek Road to the north, Little Sugar Creek to the east, and 36th Street to the south.

Situation

There are a number institutional uses along the west side of North Tryon Street between Atando Avenue and Sugar Creek Road, including:

- Mecklenburg County Sheriffs' Office/Alcoholic Beverage Control Headquarters,
- Historic Rosedale,
- Highland Renaissance Academy,
- Hope Haven,
- Sugar Creek Charter School,
- Sugar Creek Library, and
- Sugar Creek Presbyterian Church.

The Ritch Avenue neighborhood is currently an isolated group of homes in a pocket of land east of North Tryon Street and west of Little Sugar Creek. Due to the proximity of the burgeoning NoDa community and the proposed 36th Street light rail station, the neighborhood is experiencing reinvestment in the housing stock by existing and new homeowners.

Focus

The focus for this area is to preserve and maintain the existing civic and residential uses as they are essential elements that contribute to the vision for the corridor. The proposed 36th Street light rail station will provide a catalyst for the area south of the creek outside the plan area for mixed transit oriented development.

Land Use Policies

- 31. Indicate Historic Rosedale Plantation as an institutional use.** Currently the facility is underutilized by the immediate community and not recognized as an amenity for greater Charlotte. Increased programming by Historic Rosedale will increase its viability for the community and the City.
- 32. Indicate the Mecklenburg County Sheriffs' Office/Alcohol and Beverage Control Board Headquarters** as an institutional use. If additional development or redevelopment were to occur on this site, a mix of office, retail, and moderate density residential (up to 22 du/a) would be appropriate. Retail and office should be along North Tryon Street. Provide appropriate buffers between these uses and Historic Rosedale. Consider a pedestrian connection from residential to Rosedale.
- 33. Preserve and maintain the Ritch Avenue neighborhood** by supporting the current single family density of 5 du/a, and do not allow encroachment of non-residential development into the neighborhood.

34. Encourage a combination of office/retail land uses between the Ritch Avenue neighborhood and North Tryon Street, and along North Tryon Street between Craighead and Sugar Creek Roads. Provide a buffer between the uses and the residential area of Ritch Avenue. New development along the Little Sugar Creek floodplain should reflect heightened environmental concerns, and follow current standards.

35. Maintain moderate density of existing multi-family residential use (up to 22 du/a) at the Woodview property immediately north of Historic Rosedale.

36. Maintain the concentration of institutional uses along the west side of North Tryon Street. Some existing small retail elements within this section are likely to remain or redevelop.

Supporting Street Network

37. Develop an internal, interconnected network of local streets as redevelopment occurs, to allow moderate density land use. The connections include connections from North Tryon Street to isolated streets north or west.

Community Design

Community Design policies help ensure that new development complements the existing or desired character of the community. While design policies alone do not dictate land use or zoning, they are used to strengthen how various land uses fit together. These policies consider not only the built environment in conjunction with the natural environment, but also consider how people move through those spaces as pedestrians, bicyclists or automobile drivers.

The Community Design Goal for the plan area is as follows:

- Create an improved urban environment by encouraging project design that contributes to the community, creating attractive streetscapes, building on the synergy of infrastructure investments, and respecting the character of the neighborhoods.

Adopted by City Council, the General Development Policies (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. The residential and mixed/multi-use center policies for the plan area are based upon these adopted GDP policies.

Residential Design Policies

Single Family Detached	Single Family Attached and Multi-Family		Building Architecture
			Close attention to building and site design serves to enhance the community. Design policies do not result in conformity of design, but provide direction for both new and infill development.
🌳	🌳		Preserve historically or architecturally significant structures.
🌳	🌳		Avoid blank walls along pedestrian circulation areas.
🌳	🌳		Orient building towards street (unless a thoroughfare) or common open space and provide pedestrian access to the street.
🌳	🌳		Provide a variety of housing types.
🌳	🌳		Reduce visual impacts of garages from street.
🌳	🌳		Blend scale/setbacks of buildings with existing structures.

Single Family Detached	Single Family Attached and Multi-Family		Natural Environment
			These policies provide direction to accommodate growth and change while protecting the natural environment on which we depend, including the quality of our air, water and land.
🌳	🌳		Provide a meaningful amount of usable and accessible open space. In single family development, this should be common open space.
🌳	🌳		Incorporate functional, unique, natural, and/or historical elements into the open space.
🌳	🌳		Preserve steep slopes along streams or adjacent to significant natural landscape features.
	🌳		Preserve at least 10% of the site as "tree save area" consistent with residential tree ordinance.

Single Family Detached	Single Family Attached and Multi-Family		Pedestrian and Vehicular Network
			Providing a safe, accessible and comfortable network of streets, sidewalks and pathways for all modes of transportation is an important step in establishing a livable community. The policies below provide guidance for achieving mobility and connectivity for pedestrians, bicyclists, and automobile drivers.
	🌳		Provide pedestrian amenities such as street furniture and pedestrian scale lighting.
🌳	🌳		Provide bicycle parking in appropriate common areas (for example, playground, swimming pools).
🌳	🌳		Provide direct pedestrian and bicycle connections between all abutting or adjacent developments and transit stops.
🌳	🌳		Design streets with pedestrian safety and comfort in mind.
🌳	🌳		Encourage shared alleys and other forms of access (such as shared driveways).
🌳	🌳		Design street system to calm traffic.
🌳	🌳		Align collectors at thoroughfare intersections to promote safe crossings for pedestrians, cyclists, and automobile drivers.
	🌳		Encourage on-street parking along public and private streets where appropriate to reduce the size of surface parking lots.
🌳	🌳		Provide multiple vehicular entry points.
	🌳		Design an internal street system with spine road, including: • parallel parking, street trees, and sidewalks; • driveways or secondary streets to connect parking lots and primary street; • sidewalks on secondary streets.



The Ritch Avenue neighborhood has had an infusion of attractive new home construction.

Non-Residential Design Policies

Retail-oriented mixed/multi use	Retail	Office	Mixed Use	Industrial	Building Architecture
					Architecture and landscape design define streets and public spaces as areas of shared use. Streets lined by buildings and trees rather than vast expanses of parking lots provide a visually rich and physically safe environment.
★	★	★	★		Design buildings with transparent openings, ornamentation, and architectural character.
★	★	★	★	★	Establish entrances with pedestrian interest.
★	★	★	★	★	Orient buildings towards street and provide pedestrian access.
★	★	★	★	★	Arrange buildings in an orderly block pattern.
★	★	★	★	★	Discourage tearing down historic or architecturally significant structures.
★	★	★	★	★	Design buildings with human scale and visual interest in mind.
★	★	★	★	★	Minimize impacts of drive-thru development.
★	★	★	★	★	Locate dumpsters and service areas away from residential areas.



New office facility with good design characteristics under construction on North Tryon Street.

North Tryon Area Plan

Retail-oriented mixed/multi use	Retail	Office	Mixed Use	Industrial	Pedestrian and Vehicular Network
					Circulation in and through a site should be comfortable, safe, secure and efficient for pedestrians, bicyclists and automobile drivers.
★	★	★	★	★	Create an interconnected sidewalk system.
★	★	★	★	★	Design short block lengths with an organized street pattern.
★	★	★	★	★	Provide pedestrian/bicycle connections to nearby parks, greenways, bikeways and trails.
★	★	★	★	★	Design streets with pedestrian safety and comfort in mind.
★	★	★	★	★	Provide ample sidewalk width to accommodate pedestrian circulation, congregation, outdoor dining, and amenities such as street furnishings, trash receptacles, art work and trees.
★	★	★	★	★	Establish clear "way-finding" signage for pedestrians and automobile drivers.
★	★	★	★	★	Provide safe pedestrian circulation throughout the development, including through parking lots and decks.
★	★	★	★	★	Provide bicycle parking and storage areas.
★	★	★	★	★	Provide safe and secure transit waiting facilities.
★	★	★	★	★	Establish a central vehicular access into the site from the more auto-oriented street and provide secondary access options from the minor streets.
★	★	★	★	★	Design parking lots on a street/block pattern to minimize large surface lots.
★	★	★	★	★	Minimize large surface parking lots with smaller pods and extensive landscaping.
★	★	★	★	★	Encourage commercial or residential uses in parking decks fronting pedestrian circulation areas.
★	★	★	★	★	Design access from surrounding neighborhood so that the appearance is residential in character.
★	★	★	★	★	Provide structured parking where feasible to conserve land and minimize surface parking.
★	★	★	★	★	Integrate landscaping with seating along facades when possible and, when practical, work to integrate the existing tree canopy into the site design.
★	★	★	★	★	Encourage shared driveways and alleys within the development.

Retail-oriented mixed/multi use	Retail	Office	Mixed Use	Industrial	Natural Environment
					Site development should respect the natural environment.
★	★	★	★	★	Preserve steep slopes along stream beds or adjacent to significant natural landscape features.
★	★	★	★	★	Provide a meaningful amount of usable and accessible common open space and integrate the tree canopy into it.
★	★	★	★	★	Consider using pervious pavement for overflow parking.
★	★	★	★	★	Use a bridge, rather than a culvert at existing creeks when possible. Avoid piping creeks and minimize channelization.
★	★	★	★	★	Retain existing landscaping when possible. Mass clearing is not preferable and existing tree canopy should be preserved where practical.

Retail-oriented mixed/multi use	Retail	Office	Mixed Use	Industrial	Freestanding Single Tenant Buildings
					Freestanding single tenant buildings can be classified as either independent or interconnected. Independent buildings function separate of the surrounding complex while interconnected buildings share parking and site amenities with other buildings in the same complex. The design of these buildings should be sensitive to the surrounding neighborhood, both built and natural environments.
★	★	★	★	★	Design buildings to relate to the scale, height and configuration of a center.
★	★	★	★	★	If drive-thru(s) are included, they must not compromise pedestrian circulation.
★	★	★	★	★	Design to facilitate walking to the freestanding building from other buildings within the center. Provide safe pedestrian pathways and crossings without creating conflicts with automobiles.
★	★	★	★	★	Design the site so that dumpsters, service areas or auxiliary storage do not interfere with, and are not visible from, the pedestrian circulation area and do not negatively impact surrounding residential areas.
★	★	★	★	★	The site layout should be clustered in a village arrangement around shared amenities.

Transportation & Streetscape

North Tryon Street connects Uptown Charlotte and the University City area, and therefore plays an important role in overall community mobility. In addition, the corridor also functions as a front door to many businesses and neighborhoods within the plan area.

The Transportation and Streetscape goals for the plan area are as follows:

- Focus on improvements to North Tryon Street to enhance the physical, functional, and visual characteristics of the street.
- Enhance the area's transportation system by providing new street connections and improving the pedestrian and bicycle environment.

Transportation policies to improve North Tryon were identified based on the following considerations:

- Existing and proposed land uses
- Economic development goals and market analysis
- Public involvement feedback
- Catalyst site locations and preferred urban design character
- Proximity to the CATS' Northeast Corridor's future light rail stations

- Bicycle and pedestrian plans and opportunities
- Connectivity, access management, and mobility
- Future conditions traffic analysis
- Existing pedestrian and bicycle levels of service analysis

Street Connectivity

Street connectivity plays an integral role in the development of a sustainable transportation system. The connectivity of local, collectors and arterial streets provides the framework for a healthy distribution of trips across the network based on mode of travel, time of day, trip length and purpose. There are several benefits to enhanced street connectivity including:

- Reduced travel on major thoroughfares
- Compatible connection of similar land uses
- Increased access opportunities for emergency response vehicles
- Reduced trip distances
- Increased capacity versus conventional networks
- More user-friendly for pedestrian, bicycle, and transit modes
- Increased access to Transit Service

The North Tryon corridor like many urban corridors has evolved over time and includes connectivity constraints including natural features

such as streams, floodplains and wetlands as well as constraints in the form of the built environment (major utilities, railroads, and buildings).

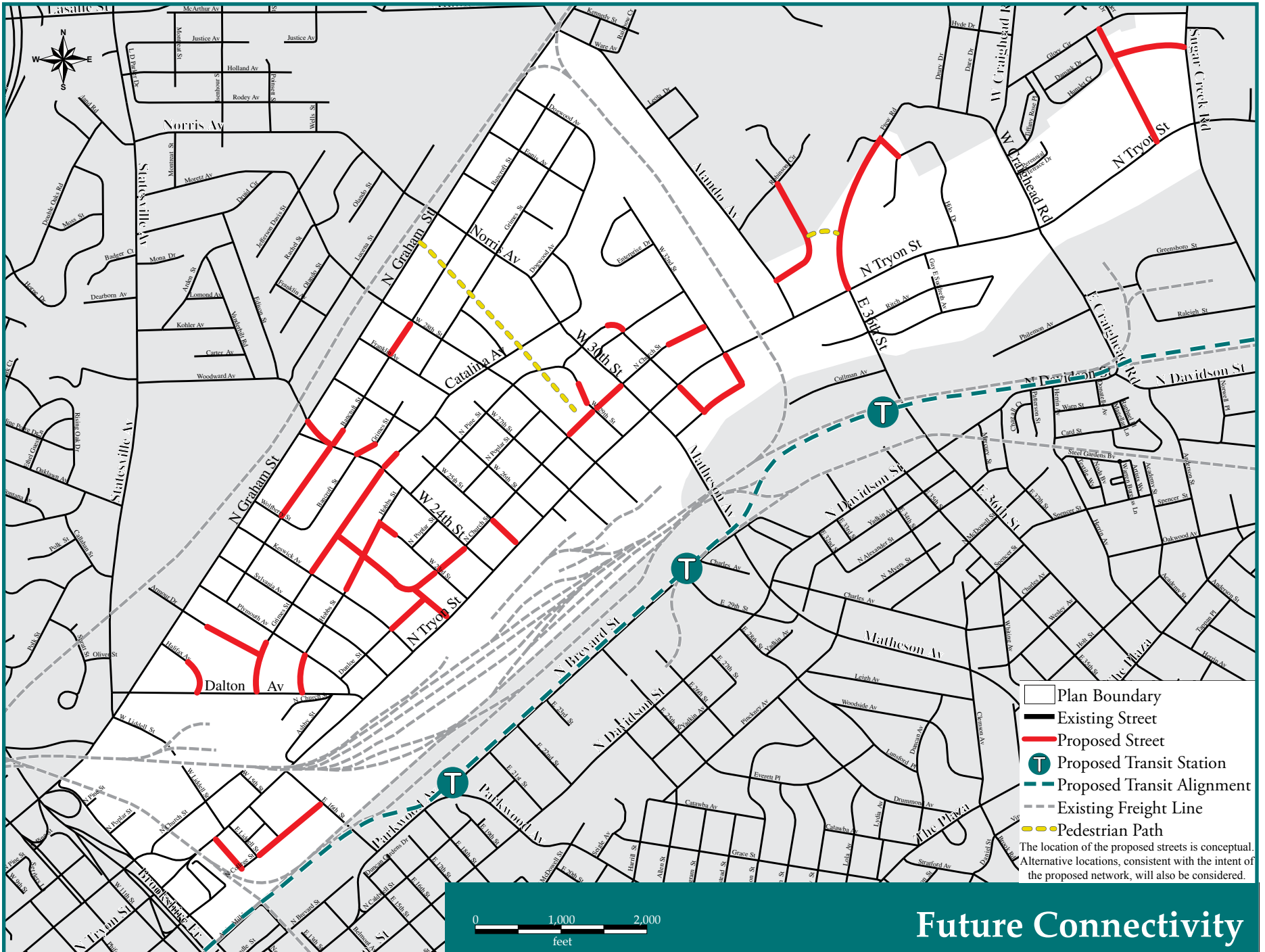
38. There is a direct relationship between land use intensity and street spacing.

As land use intensity increases, so does the need for street connectivity. The project team evaluated the current street network for potential connections between existing streets. The recommended connections are depicted on Map 5.

- The street network shown on Map 5 provides a representation of the desired street network for the plan area, and may require adjustments to address site conditions. An alternative but comparable network, consistent with the intent of providing connectivity, will also be considered.



This street stub off of Ritch Avenue is blocked by industrial property beyond.



North Tryon Streetscape

The existing street cross-section of North Tryon Street varies along the plan area geography, but generally consists of four to five travel lanes with sidewalk located directly behind the curb and gutter with little to no planting strips behind the sidewalk. In many cases, overhead utility poles occupy the same space as the sidewalk, and in some cases, building setbacks or fences are located directly behind the back of sidewalk. The current cross-sections do not support a sustainable North Tryon Street environment and do not adequately address the mobility or community needs of the users that travel on, across, or through the corridor.

A focus of this plan is to consider the existing cross-sections along North Tryon Street in the plan area compared to the plan vision. Based on all the factors involved, a revised set of proposed cross-sections is recommended. Documents that were used to help guide the development of these sections include the City's *Transportation Action Plan* (TAP) and *Urban Street Design Guidelines* (USDG).

The existing and future transportation context was identified based on the end users of the corridor: motorists, pedestrians, bicyclists, and transit users. Truck traffic generated from businesses within the corridor was also considered. The consideration of both transportation and land use helped to establish a revised set of proposed cross-sections for the corridor.

The intent of the proposed cross-sections is to balance all interests along the corridor and to highlight priority elements that are imperative for a successful corridor redevelopment strategy. The challenges that arise when considering an alternate section include:

- Limited existing rights-of-way and the potential need for additional rights-of-way
- Existing physical constraints including buildings, utilities, streams, parking lots, and the like
- Costs to implement the proposed cross-sections

39. Conceptual corridor cross sections A and B should be used as a basis for public and private improvements to North Tryon Street.



Portions of North Tryon Street near Center City have had aesthetic improvements.



36th Street has the only bicycle lane in the plan area.



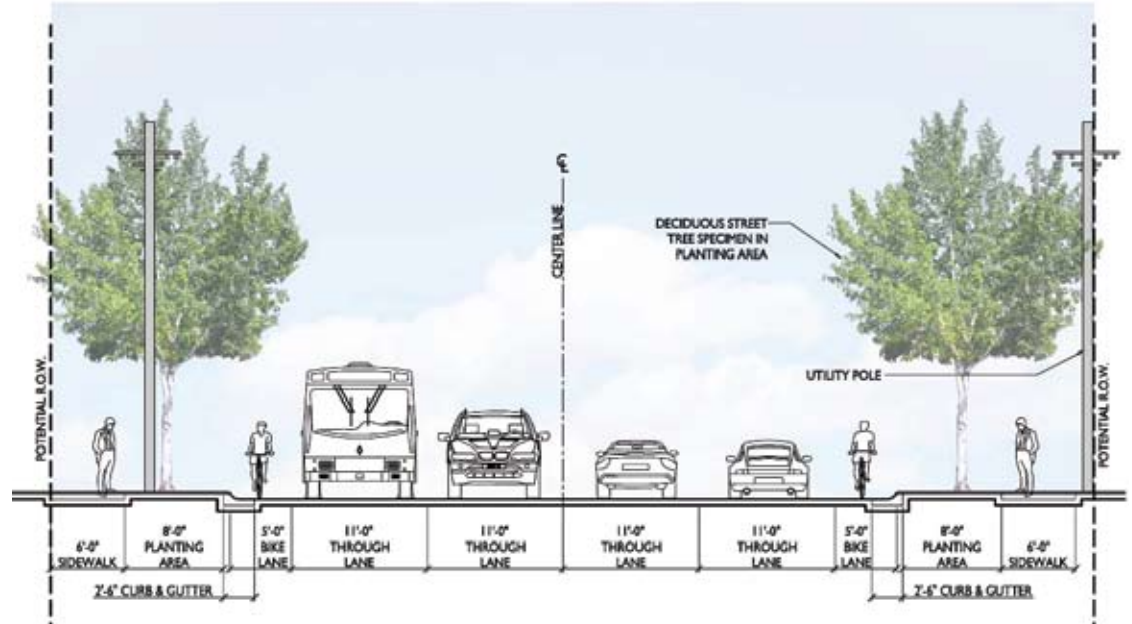
The plan area is served by a network of bus routes. Some stops are well equipped, and others are not.

Cross-Section A

Section A applies to North Tryon Street from I-277 to Keswick, and from 24th Street to 27th Street. It is used where there is limited space available for widening of the right of way. It includes the following features and benefits:

- **6-foot sidewalk:** Improved pedestrian realm, compliant with Americans with Disabilities Act (ADA).
- **Planting area:** Buffer for pedestrians, beautification, hides utilities.
- **Bike lane:** Safer bicyclist realm, improved truck turning radius, additional buffer for pedestrians.

Cross-Section A

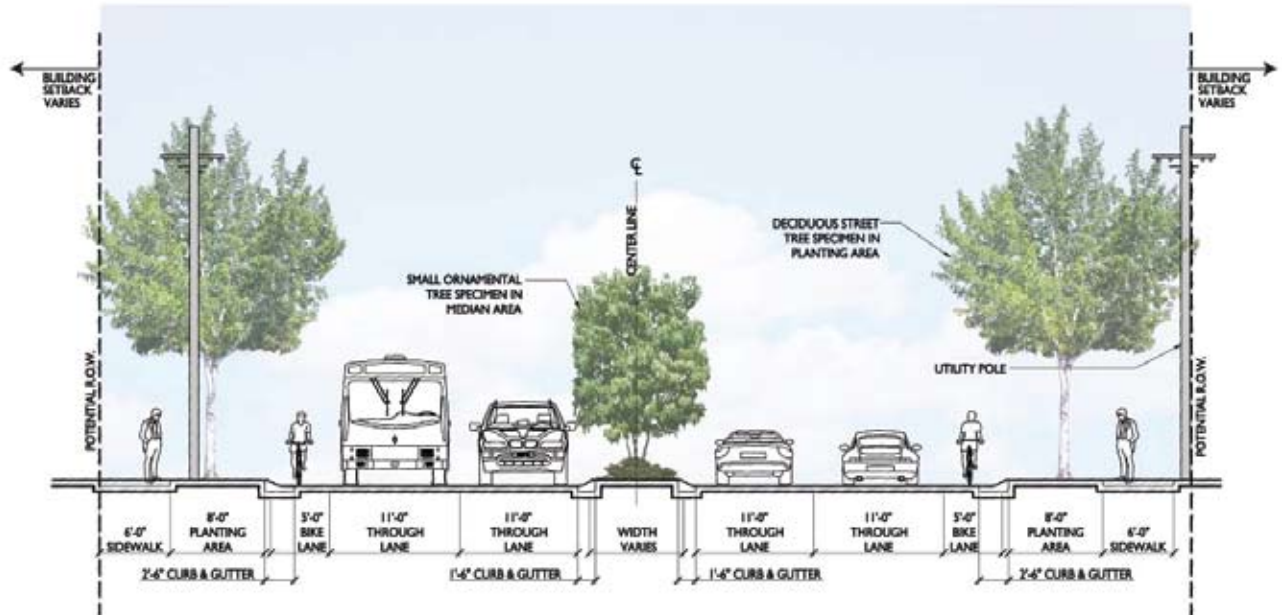


Cross-Section B

Section B applies to North Tryon Street from Keswick to 24th Street and from 27th Street to Sugar Creek Road. Median breaks were included at all existing signalized intersections with the addition of a median break at Hilo Drive. Section B includes the following features and benefits:

- **6-foot sidewalk:** Improved pedestrian realm, ADA-compliant.
- **Planting area:** Buffer for pedestrians, beautification, hides utilities.
- **Bike lane:** Safer bicyclist realm, improved truck turning radius, additional buffer for pedestrians.
- **Central median:** Access management, left-turn accommodations, beautification, pedestrian crossing opportunities.

Cross-Section B



Conceptual Corridor Plans

To comprehensively illustrate the impacts of the proposed cross sections to the existing North Tryon Street footprint, Sections A and B were applied to the corridor to generate Conceptual Corridor Plans which were divided into the following segments:

1. Railroad to Keswick Avenue
2. East of Keswick Avenue to 30th Street
3. 30th Street to east of 36th Street
4. East of 36th Street to south of Sugar Creek Road

For a portion of the fourth segment, from Craighead to Sugar Creek Roads, the exact travel lane configuration will be based on decisions about the North Tryon Street Cross-Section north of Sugar Creek. However, continuity of bicycle and pedestrian accommodations is necessary.

The following principles apply to each segment along the corridor:

- Pedestrian crossings were provided at 400 to 500-foot spacings.
- Mid-block and non-signalized pedestrian crossings are shown in yellow and may have a different crosswalk treatment than do crosswalks at signalized intersections.
- Trees with a vertical growth pattern are anticipated to be used in pedestrian refuge medians so that pedestrians are not hidden from passing vehicles.

- Median breaks are provided at intersections, major side streets, and in some cases at mid-block locations. These breaks are intended to provide balance between the competing interests of access and mobility.
- Median breaks are provided to allow for left-turns, and the resulting pavement width is approximately 12 feet to allow for this lane.

Building impacts are depicted on the drawings and in the legend. It is important to note that the building impacts are only applicable if redevelopment does not occur before roadway improvements occur. For the Catalyst Sites depicted in Volume 2, it is anticipated that a number of buildings would be removed for site redevelopment. Additionally, the exhibits depict buildings that may be impacted. These building impacts, shown in blue, could be avoided with a narrower planting strip or sidewalk; however, as redevelopment occurs opportunities exist to implement the ideal cross section.

As redevelopment occurs, it is anticipated that several driveways will be relocated, consolidated, or closed. The intent of these consolidations or closures is to provide better access management and to re-align driveways to mirror those on the opposing side of the street. Where driveway closures are recommended, alternative connectivity parallel to North Tryon Street between parcels is recommended.

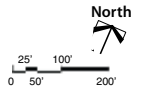
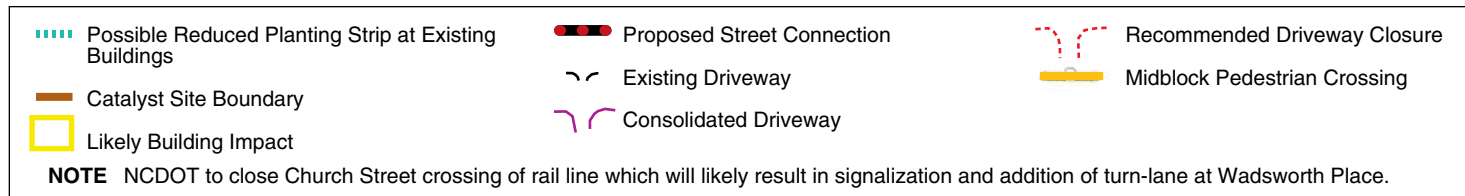
Additional Policies

- 40. When the railroad bridge at 16th Street is upgraded and/or rehabilitated, the span should be increased** to allow for wider sidewalks and bike lanes, to increase connectivity from North Tryon into Center City Charlotte.
- 41. Interchange modifications are recommended to improve connectivity between I-277 and North Tryon Street**, and to foster economic development opportunities. A study performed by the City in 2001 recommended braided ramps from I-277 onto North Tryon Street.

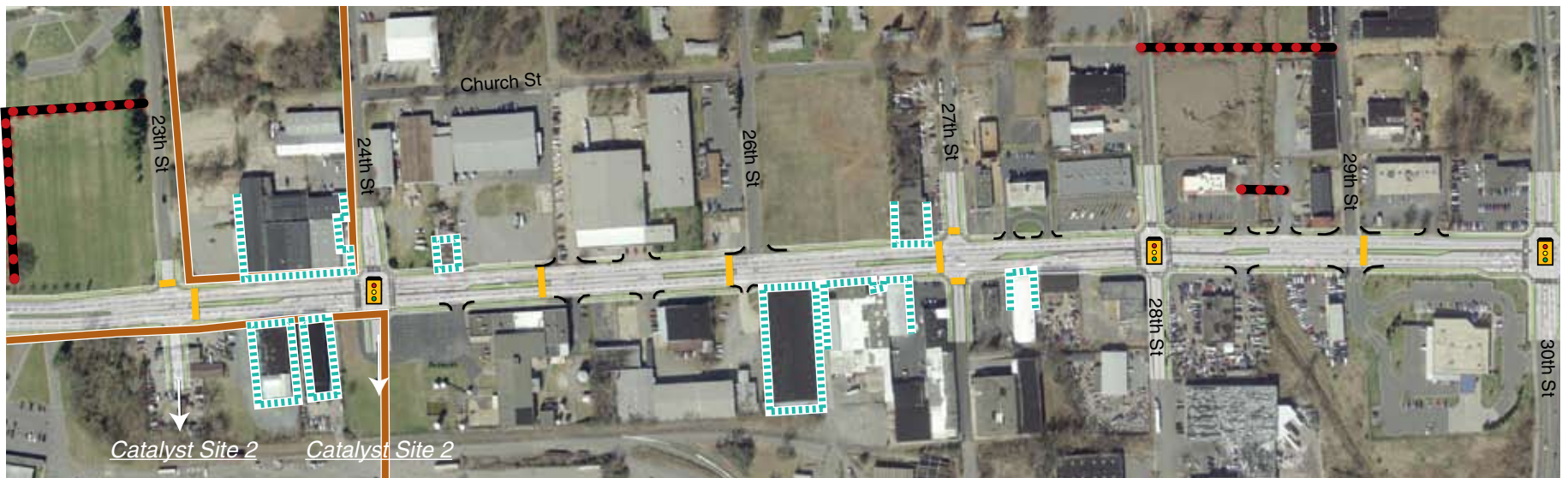


The 16th Street Railroad Bridge is a constraint to improved sidewalks, bike lanes, medians, and turn lanes.

Conceptual Corridor Plan 1: Railroad to Keswick Avenue



Conceptual Corridor Plan 2: East of Keswick Avenue to 30th Street

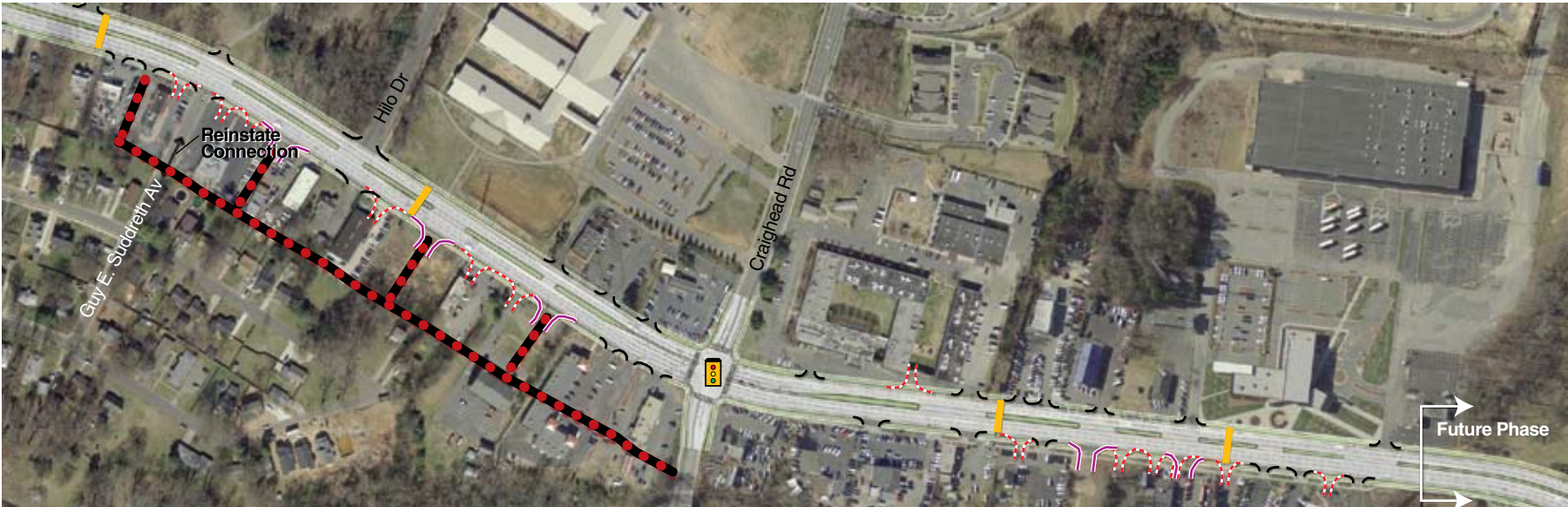


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Conceptual Corridor Plan 3: 30th Street to east of 36th Street



Conceptual Corridor Plan 4: north of 36th Street to south of Sugar Creek Road



Public Transit

The importance of public transit to the North Tryon plan area is evident by the ridership of the existing bus service along the corridor. With the neighborhoods and businesses within the corridor, public transit plays a key role in connecting the residents, business owners, and visitors from the North Tryon area to Center City. Currently, there are several bus stops along the corridor, and information gathered from transit users at the public meetings indicated the desire to have bus shelters.

42. **Bus shelters are recommended at locations that emerge** through redevelopment with high ridership, including the proposed future catalyst sites along North Tryon Street. For Catalyst Site 3, which includes retail nodes, bus shelters internal to the development should be considered.
43. **Pedestrian amenities are recommended at 16th Street, 30th Street, and 36th Street**, with wider sidewalks, pedestrian-scale lighting, and connections to the future Sugar Creek greenway extension. These improvements are needed in particular with the potential Northeast Light Rail service located parallel to North Tryon Street. The 30th Street improvements should be a high priority.

Infrastructure & Public Facilities

Infrastructure addressed in the plan include public water and sewer, and storm water. As Charlotte-Mecklenburg continues to grow and develop, timely planning for these services is essential to maintain the high quality of life residents have come to expect.

The Infrastructure & Public Facilities goal for the plan area is as follows:

- Provide the infrastructure and public facilities needed to support development in the Growth Corridor.

Water and Sewer

44. **Charlotte Mecklenburg Utilities (CMU) studies have indicated that existing infrastructure** in the North Tryon plan area will allow for proposed redevelopment or new development. With the proposed cross section(s) and intersection improvements, CMU will likely have to perform localized utility relocations to address future maintenance of these water mains and gravity sewer lines. Additionally, CMU has identified a water transmission main as a capital improvement project that is proposed to be located along North Tryon Street just north of the plan area. This transmission main will improve the water service in and near the plan area.

Stormwater

45. **Stormwater improvements to the existing roadway culverts and stormwater network** should be made during street widening activities when they occur. Since currently the pavement along North Tryon Street at curb inlets is uneven and is a hazard to both motorists and cyclists, it is recommended for these curb inlets to be installed at grade.

Overhead Utilities

46. **Utilities should be moved to the planting strip or at the back of sidewalk** where right-of-way is being acquired or where the existing right-of-way allows it. Utility poles should not be located in the sidewalk. Utilities in the section between 30th and 32nd Streets are recommended to be relocated underground to complement the proposed retail node at Catalyst Site 3. As additional catalyst sites are developed, it is recommended to bury the utilities so as to not visually detract from the redeveloped urban character.

Public Facilities

47. **Ensure that public facilities (including schools, parks, libraries, recreation facilities, and the like) are well connected** to the surrounding area and to each other to take advantage of joint use opportunities.

Environment

The North Tryon plan area includes a substantial area of present and former commercial and industrial development, some of which is expected to be redeveloped in the coming years. The environmental policies focus on means to improve air, water and land quality through the redevelopment process.

The Environmental goal for the plan area is as follows:

- Improve the quality of the area's environment, focusing on enhancing the tree canopy, improving water quality from stormwater run-off, and providing open space and greenway access.

Redevelopment 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.

48. Make trees a key feature of the entire plan area. Residential neighborhoods are characterized by their mature tree canopy. Trees could become a key feature for the entire plan area if they are added to streets. 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, they should be maintained and replaced

as necessary. In places 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.

49. Enable site plans for new buildings, renovations, and parking lots that (a) facilitate use of alternative modes of transportation; (b) reduce ground level temperatures; (c) minimize impacts to the natural environment; (d) reduce the amount and improve the quality of stormwater run-off; and (e) use water efficiently. Over the last decade, innovative design solutions have been developed to address the water quality of stormwater runoff. These best practices include the use of bioswales or rain gardens, rooftop rain capture, and pervious parking areas. Because of the large amount of impervious surface area and the proximity of Little Sugar Creek, new developments and redevelopments are encouraged to incorporate design features that improve the quality of stormwater leaving their site.



Little Sugar Creek runs along the edge of the plan area, and should become an amenity for the area.

50. Protect or enhance the Little Sugar Creek watershed when possible. Any development or redevelopment in the area will have a goal to improve the quality of runoff, reduce flooding impacts, and reduce runoff if possible. This will primarily be achieved with the provisions of the Post Construction Controls Ordinance.

51. Provide opportunities for expansion and improved access to the Little Sugar Creek Greenway and for additional park facilities within the plan area.

52. 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 area, property owners should be encouraged to participate in the funding programs offered by the City of Charlotte to financially assist with the assessment of contaminated sites.



Tryon Hills Park is the only existing park facility in the plan area.

Volume II.

Implementation Guide



Implementation Guide

Achieving the vision articulated in the *North Tryon Area Plan* will occur incrementally over time through the combined efforts of local government, private property owners, residents, developers and many others. This Implementation Guide is primarily a staff document that outlines specific steps that can be taken by various public and private bodies so that the desired future envisioned in this plan may be realized. These strategies are listed in the table below; the lead responsible agency and tentative time frame is also included. The strategies are numbered sequentially and correspond to the policies discussed in Part One. This allows staff to track progress of the plan's policies over time.

Some strategies are physical such as the construction of specific street cross sections. Other recommended strategies are organizational. Some will even require changes to existing City policies, regulations and/or practices.

These strategies do not imply a public or private sector commitment. The Charlotte City Council will not be asked to adopt this Implementation Guide;

however, many of the strategies in this section will require future action by elected officials and will be presented to them for approval on a case-by-case basis.

Finally, since conditions change over time, staff will update this Implementation Guide to reflect changes and progress.

Corrective Rezoning

The Planning Department sometimes initiates corrective rezonings to implement the land use vision and recommendations adopted as part of the Concept Plan. Staff-initiated rezonings are most often recommended to:

- Align zoning with existing land use to make future land uses compatible with existing development;
- Align zoning with the currently adopted land use plan; and/or
- Protect environmentally sensitive areas.

Proposed rezonings often are initiated in groups, or are proposed on a case-by-case basis in order to insure that new streets and other recommendations of this plan are provided along with new development. The rezoning process occurs only after the completion of a plan and requires additional public input.

A large number of properties in the plan area are occupied by ongoing businesses and industrial operations. These uses serve important employment and economic functions within the City, and should retain their current zoning to allow them to continue as-of-right operations until such time as the property owners are ready for redevelopment. As such, no corrective rezonings are included in the *North Tryon Area Plan*. Implementation generally will be through capital investments, other incentives, and encouragement.



Construction of new streetscape elements along sections of North Tryon Street is a major priority.



Ongoing business operations should retain current zoning until owners are ready 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	Time Frame
	Land Use			
1 2 3 4 5 6 7	Area A: Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
8	Develop an internal, interconnected network of local streets throughout Area A.	Transp.	CDOT	as devel occurs
9	Acquire an easement at the rear of the Uptown Men's Shelter property to create more contiguous land and provide the opportunity for an increased street network that connects to 16th street.	Transp.	CDOT	as devel occurs
10	Improve the streetscape of 16th Street by providing curb and gutter, a planting strip, street trees, sidewalks, and bike lanes.	Transp.	CDOT	as devel occurs
11	Encourage site layouts to use shared drives between buildings to reduce access points to North Tryon Street.	Transp.	CDOT	as devel occurs
12 13 14 15 16 17 20 21	Area B: Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
18	Pursue development of a neighborhood park, as part of the Tryon Hills redevelopment or within Graham Heights. Consider partnering with the existing Tryon Hills Pre-K School.	Park	Park & Rec	as dev occurs
19	Pursue a greenway connection from Little Sugar Creek through Graham Heights and Tryon Hills.	Park	Park & Rec	as dev occurs
22	Recreate local street and pedestrian connections as feasible between Lockwood, Graham Heights, and Tryon Hills Neighborhoods.	Transp.	CDOT	as devel occurs
23	Provide sidewalks with planting strip and street trees that allow residents to walk comfortably to uses on North Graham and North Tryon Streets.	Transp.	CDOT	as devel occurs

	Action Item	Type	Lead Agency	Time Frame
24 25 26 27	Area C: Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
28	Encourage the development of Little Sugar Creek greenway on the east side of North Tryon Street.	Park	Planning/ Park & Rec	as dev occurs
29	New retail, development along Little Sugar Creek floodplain should reflect heightened environmental concerns, and follow current standards.	Zoning	Planning	as devel occurs
30	Develop an internal, interconnected network of local streets as redevelopment occurs, to allow moderate density land use.	Transp.	CDOT	as devel occurs
31 32 33 34 35 36	Area D: Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
37	Develop an internal, interconnected network of local streets as redevelopment occurs, to allow moderate density land use. The connections include connections from North Tryon Street to isolated streets north or west.	Transp.	CDOT	as devel occurs
	Transportation			
38	Provide new street connections and closer street spacing to support increasing land use intensity. The recommended street connections are depicted on Map 5.	Transp.	CDOT	as devel occurs
39	Using the conceptual corridor cross sections in the plan, make public and private improvements to North Tryon Street.	Transp.	CDOT	5 yrs.; as devel occurs
40	When the railroad bridge at 16th Street is upgraded and/or rehabilitated, the span should be increased to allow for wider sidewalks and bike lanes.	Transp.	CDOT	Medium (5-10 yrs)
41	Modify interchange between I-277 and North Tryon Street.	Transp.	CDOT	Medium (5-10 yrs)

	Action Item	Type	Lead Agency	Time Frame
42	Place bus shelters at key locations that emerge through redevelopment with high ridership, including the proposed future catalyst sites along North Tryon Street.	Transit	CATS	Medium (5-10 yrs)
43	Incorporate pedestrian amenities in vicinity of 16th Street, 30th Street, and 36th Street, with wider sidewalks, pedestrian-scale lighting, and connections to the future greenway extension. These improvements are needed in particular with the potential Northeast Light Rail service located parallel to North Tryon Street.	Transit	CATS	Medium (5-10 yrs)
	Infrastructure & Public Facilities			
44	Perform localized water main and gravity sewer line relocations along with new development and streetscape improvements.	Utilities	CMU	as devel occurs
45	Make stormwater improvements to the existing roadway culverts and stormwater network during street widening activities.	Utilities	E&PM	as devel occurs
46	Move utilities to the planting strip or at the back of sidewalk where possible; Relocate utilities in the section between 30th and 32nd Streets underground to complement Catalyst Site 3. As additional catalyst sites are developed, bury the utilities.	Utilities	Planning	as devel occurs
47	Ensure that public facilities are well connected to the surrounding area and to each other to take advantage of joint use opportunities, and that public facilities are well designed.	Planning	Planning	as devel occurs
	Environment			
48	Make trees a key feature of the entire plan area.	Zoning/ Tree Ord	Planning/ E&PM	as devel occurs
49	Design site plans for new buildings, renovations, and parking lots to improve water quality for stormwater run-off, consistent with the Council-adopted Post Construction Controls Ordinance.	Storm-water	E&PM	as devel occurs
50	Protect or enhance the Little Sugar Creek watershed when possible.	Storm-water	E&PM	as devel occurs
51	Provide opportunities for expansion and improved access to the Little Sugar Creek Greenway and for additional park facilities within the Plan Area.	Park	Planning/ Park & Rec	as dev occurs
52	Assist property owners with remediation of sites known or perceived to have contaminated soil.	Brown-field	Neigh & Busin Serv	as devel occurs

Catalyst Sites

Three sites in the plan area between I-277 and Sugar Creek Road have been identified as major redevelopment opportunities that could stimulate additional private investment throughout the corridor. The catalyst site plans represented in this document are illustrative and not intended to represent specific development scenarios. The suggested mix and intensity of land uses recognize market conditions and forecasts. The sites were selected with input from stakeholders and City staff on the basis of access, visibility, and public or private investments redefining the North Tryon plan area.

Combined, the three catalyst sites contain 60 tax parcels totaling 56.3 acres. There are 42 different property owners. Over 31% of the land is currently vacant. Visual representations of the prescribed land uses and necessary street networks for these Catalyst Sites are shown herein.

Potential redevelopment of the Catalyst Sites primarily focuses on commercial uses, particularly office and warehousing/distribution. Retail uses are focused at major intersections or areas in close proximity to future light rail transit stations and NoDa.

Catalyst Sites

Catalyst Site	# of Tax Parcels	# of Owners	Total Acres	Vacant Acres	Vacant % of Total	Potential Uses			
						Industrial	Office	Retail	Residential
1A	27	19	7.7	5.3	68.8%	X	X		
1B	11	7	5.4	0.8	14.8%	X	X		
1C	2	1	9.7	0.3	3.1%	X	X		
2	12	7	19.5	9.7	49.7%	X	X		
3	8	8	14.0	1.8	12.9%			X	
Total	60	42	56.3	17.9	31.8%				

Source: Mecklenburg County GIS POLARIS, Warren & Associates

Catalyst Site 1

North Tryon Street is one of the major gateways into downtown Charlotte. Land along the corridor between I-277 and the Norfolk-Southern rail yard primarily consists of vacant and underutilized properties. Surrounded by railroads and within a half-mile of the region's largest employment center, it is recommended that this area develop as an urban business park.

The Catalyst Site, located in Area A, is divided into three separate sections: west of North Tryon Street, east of North Tryon Street, and north of 16th Street. All three locations are recommended to develop/redevelop with light industrial and office uses, including a mix of multi- and single-tenant buildings.

- The 7.7-acre Site 1A surrounds the Uptown Men's Shelter and contains 27 tax parcels with 19 different owners, making it a challenging task to assemble land for new development. However, over half of the total acreage is vacant.
- Site 1B straddles both sides of Church Street west of North Tryon Street, including 11 tax parcels on 5.4 acres with 7 property owners. Less than an acre is vacant.
- Site 1C consists of two parcels bordered by the railroad on two sides and 16th Street on a third side. The larger, 9.4-acre parcel is home to the Consolidated Pipe and Supply Company, while the smaller 0.3-acre parcel is vacant.

Potential Development Program

The overall vision for Catalyst Site 1 is to provide for the redevelopment opportunity, through land assembly, of an urban business park. Close proximity to Center City Charlotte, as well as convenient highway access, makes this area attractive for employment uses.

A Light Rail Station is proposed in the general vicinity of 16th Street and Parkwood Avenue. From this site, there are seven existing railroad tracks crossing 16th Street, making it a challenge to the pedestrian as well as to transit-oriented development possibilities along North Tryon Street.

The Uptown Men's Shelter has frontage on North Tryon Street south of 16th Street. Its programming relationship with the Urban Ministries facility makes it difficult to relocate one facility and not the other. The two facilities could potentially serve as an impediment to future redevelopment opportunities on this catalyst site, particularly for residential uses.

Catalyst Site 1: Both Sides Of North Tryon Street Between Railroad and 16th Street & North Side of 16th Street Between North Tryon and Railroad



Catalyst Site 1 Potential Build-Out

Use	Square Feet	% of Total
Light Industrial	435,000	62.7%
Flex	244,000	35.2%
Retail	15,000	2.2%
Total	694,000	100.0%

Source: Warren & Associates, November 2008

The concept for Catalyst Site 1 includes:

- A concentration of specific development types with a connected internal road network and shared open spaces.
- A mix of uses including flex (office/warehouse), light industrial/warehouse and a small allowance for local-serving retail in the vicinity of North Tryon and 16th Streets.
- Flex buildings to accommodate small or medium size firms with varying requirements for a mix of office and warehouse space.
- Buildings arranged to provide a sense of enclosure and to help frame and define the fronting streets as well as internal streets.

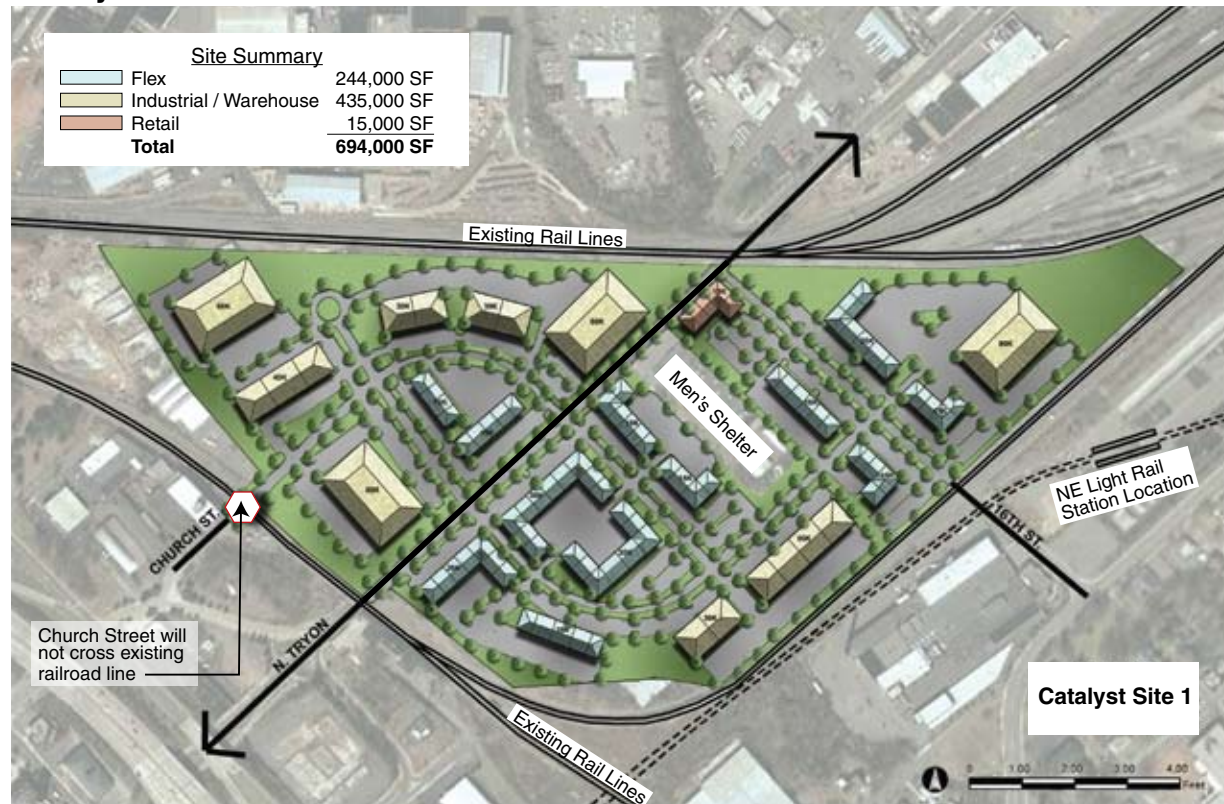
- Light industrial uses located to the rear of the property.
- Higher-intensity flex buildings fronting North Tryon Street or along the internal street network.
- Limiting parking in front of the flex buildings to a maximum of one double loaded bay of parking, including those fronting North Tryon Street. For any other building fronting North Tryon Street, parking would be located to the rear of the building.
- Locating parking lots out of the setback and adhering to the buffer and screening requirements per city code.
- On-street, parallel parking on internal streets.
- Street network revisions when the current Church Street at-grade railroad crossing closes as a part of rail realignment underway.
- Creating a new internal street network that extends to both sides of North Tryon Street.
- Realigning minor streets to create four-way intersections with North Tryon Street; extending streets to establish a complete network.
- Establishing the newly connected minor streets as internal main streets with on-street parking, sidewalks, pedestrian-scale lighting, and street trees.

Following is an illustrative site plan, which shows how development of the catalyst site might look. The site plan is intended to illustrate general development potential. It is not intended to represent specific development requirements.



The current Church Street at-grade rail crossing will close as part of rail realignment underway.

Catalyst Site 1: Illustrative Site Plan



Catalyst Site 2

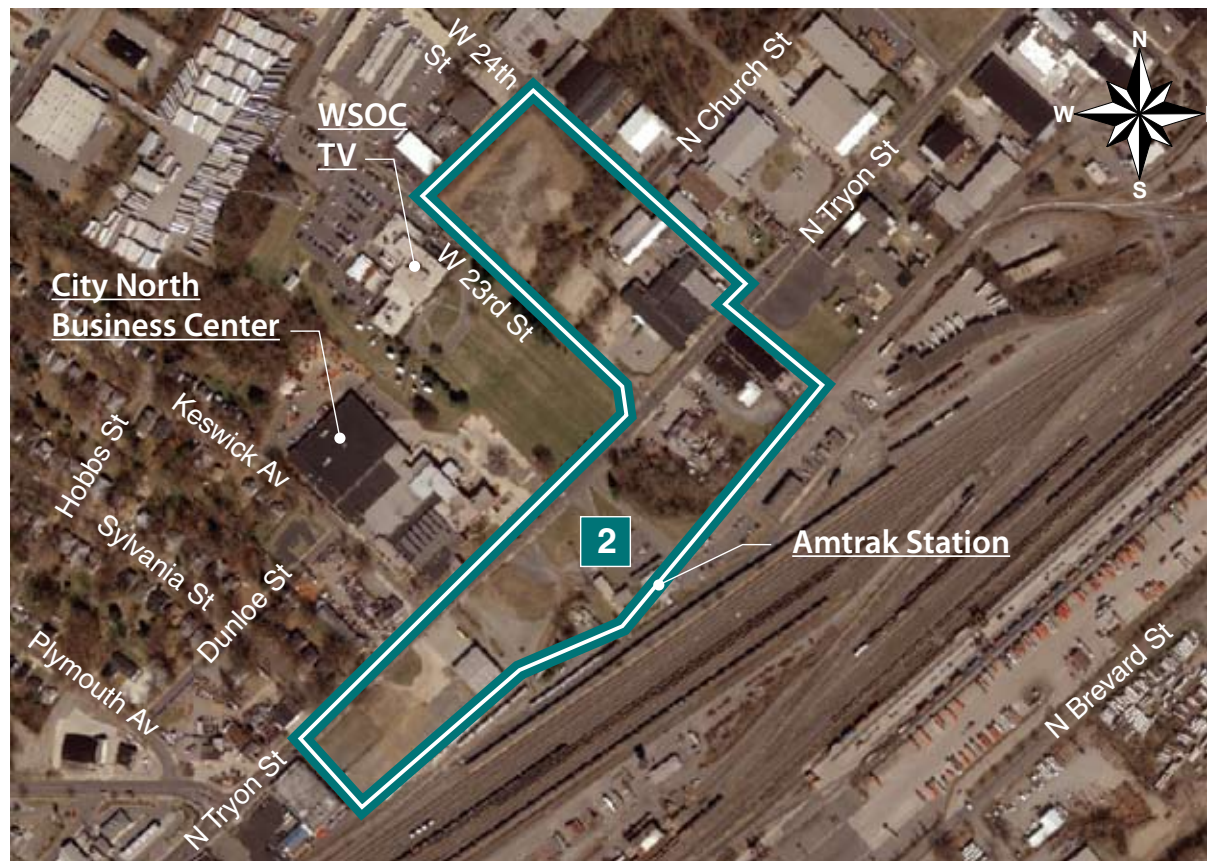
Catalyst Site 2, located in Areas A and B, includes 12 parcels totaling 19.5 acres with seven different property owners. The parcels are located on the east side of North Tryon Street between Sylvania Avenue and 24th Street and on the west side of North Tryon Street between 23rd and 24th Streets. Approximately half of the acreage is vacant.

Most of the land along the east side of North Tryon Street is owned by Norfolk-Southern, and includes land currently occupied by the Charlotte Amtrak station.

Because of its proximity to the low-vacancy office market in Center City Charlotte and existing office uses along North Tryon Street, such as WSOC and the City North Business Center, this Catalyst Site is recommended

to develop with professional office space. The pending relocation of the Amtrak station would provide a large, contiguous tract of land across from the two existing office properties. Furthermore, an entire block of land adjacent to the WSOC facility is vacant with right-of-way for a Church Street extension between 23rd and 24th streets already in place.

Catalyst Site 2: East Side of North Tryon Between Sylvania and 24th Street & West Side of North Tryon (Two Blocks Deep) Between 23rd and 24th Streets



Potential Development Program

The overall vision for 20-acre, Catalyst Site 2 is a professional office and flex cluster that takes advantage of the close proximity to Center City Charlotte, WSOC, and the City North Business Center. The site straddles both sides of North Tryon Street. The portion of the site east of North Tryon Street is recommended for flex space because of physical constraints (railroad), while the site to the west is better suited for office. Flex buildings provide opportunities for small to medium size businesses with varying requirements for office and warehouse space.

Catalyst Site 2 Potential Build-Out

Use	Square Feet	% of Total
Office	181,000	61.1%
Flex	115,000	38.9%
Total	296,000	100.0%

Source: Warren & Associates, November 2008

The concept for Catalyst Site 2 includes:

- Flex and office buildings fronting on North Tryon Street.
- One bay of double-loaded parking on the east side of North Tryon Street in front of the buildings to provide for pedestrian access.
- All additional vehicular parking to the sides and loading to the rear.
- Parking lots out of the setback and adhering to the buffer and screening requirements per City of Charlotte Code.
- Limiting the curb cuts to contribute to a less chaotic streetscape and provide the opportunity for a rhythm of sidewalks and street trees.
- Extending Church Street south to the City North Business Center property and then north to provide for a connected network. This would promote both vehicular and pedestrian connectivity to surrounding uses.
- In the block on the west side of North Tryon Street between 23rd and 24th Streets, two new two- to three-story office buildings, and the renovation of one existing industrial building for office uses.
- In the adjacent block to the west, between North Church and North Poplar streets, three new two- to three-story office buildings arranged to create an urban streetscape with sidewalks and street trees.
- Orienting the new office buildings toward the streets, with parking in the interior of the blocks.

Following is an illustrative site plan, which shows how development of the catalyst site might look. The site plan is intended to illustrate general development potential. It is not intended to represent specific development requirements.



WSOC's grassy studios establish an appropriate center for more new office development.

Catalyst Site 2: Illustrative Site Plan



Catalyst Site 3

The third Catalyst Site is located in Area C on the east side of North Tryon Street between 30th Street and a railroad spur line. It includes eight tax parcels with eight different property owners on 14 acres of land. A portion of the site is covered by FEMA floodplain area from Little Sugar Creek. Only 1.8 acres are currently vacant. The site redevelopment would potentially require the demolition of the 211,729-square-foot Allison Erwin Building.

This Catalyst Site is centrally located in the plan area and fronts both North Tryon Street and Matheson Avenue (30th Street). The site is recommended to develop as a community-oriented retail node with some limited office space serving area residents and businesses. It is adjacent to a potential greenway along Little Sugar Creek, which could serve as an amenity for restaurants and other pedestrian-friendly retail uses.

Potential Development Program

The overall vision for Catalyst Site 3 is to take advantage of the need for a community retail node. From a market perspective, the intersection of North Tryon Street and Matheson Avenue/30th Street has the greatest potential. Thirtieth Street is the street in the plan area connecting North Graham and North Davidson Streets. This allows for retailers at the site to serve not only North Tryon Area residents and businesses, but also those within the NoDa, Optimist Park, and Druid Hills neighborhoods.

Catalyst Site 3: East Side of North Tryon Between 30th Street and Railroad



Catalyst Site 3

Potential Build-Out

Use	Square Feet	Total Units
Retail	167,000	-
Office	52,000	-
Attached residential	-	70
Total	219,000	70

Source: Warren & Associates, November 2998

The concept for Catalyst Site 3 includes:

- A mix of uses including retail, office and attached residential. Retail would be focused along North Tryon and 30th Streets, as well as along a proposed extension of 31st Street in a north-easterly direction that could eventually intersect with 36th Street. This extension would expand the number of entry points into the site and promote higher-density development opportunities.

- A 35,000 to 40,000 square-foot grocery store that would serve as the anchor tenant of a 150,000 to 170,000 square-foot retail center. The preferred grocery location is along 30th Street near the North Tryon Street intersection. This would provide the strongest opportunity to serve neighborhoods on both sides of the railroad line.
- Incorporating the existing gas station in the northeast quadrant of the North Tryon and 30th Streets intersection.
- Retail buildings framing the streets with parking internal to the site on the parcel of land between North Tryon, 31st, and 30th Streets. Pedestrian access would be provided to the front of the buildings from the street.
- Establishing an interior road paralleling Little Sugar Creek. Uses such as restaurants could locate along this new road taking advantage of the natural amenity of the greenway.
- Extending 31st Street to serve as an internal main street framed by retail buildings closer to North Tryon Street and residential uses east of the proposed internal street paralleling Little Sugar Creek.
- Extending 32nd Street from North Tryon Street to the proposed 31st Street extension to provide residential development opportunities.
- One-story office buildings fronting North Tryon Street between the Allison Erwin Building and the proposed retail. Parking would be located behind the

buildings, which are to have compatible architectural design and pedestrian accessibility.

- Attached residential at an average of 12 units per acre between 32nd Street and the retail uses. The units can also take advantage of the potential greenway along Little Sugar Creek. Their orientation would take this amenity into consideration.
- Buildings arranged to provide a façade along North Tryon Street, framing and defining the street as well as the internal streets.

- Careful consideration given to pedestrians trying to access retail uses along North Tryon Street since all parking is proposed internal to the site.

Following is an illustrative site plan, which shows how development of the catalyst site might look. The site plan is intended to illustrate general development potential. It is not intended to represent specific development requirements.

Catalyst Site 3: Illustrative Site Plan



Development Potential and Market Forecast

The market study performed by Warren & Associates in November 2008, as described in the Appendix, forecasted the demand for additional development in the plan area. This analysis compares the area's land use potential at buildout to that demand.

Existing land uses within the plan area include some expected to remain, and some projected to be redeveloped or extensively renovated. Properties were classified as "Underutilized" if the site is vacant, if the floor area ratio is 0.1 or less, or if the land value exceeds 40% of the total property value.

Because the plan calls for single family neighborhoods to be protected, single family areas were considered constant. Institutional was not tracked because there are no market projections for comparison.

The plan calls for a revised future land use, including areas with a mix or option of uses. Land in the mixed use areas was allocated among the basic market uses.

The market study discussed short- and long-term demand. Short term is within 5-8 years; long term is 8-12 years. The study was conducted prior to the economic downturn. It is expected that market conditions will revive over the time periods defined, and that the above projections will remain appropriate.

The chart below shows calculations of building area (or dwelling unit count) for each use type. First is the existing land use; followed by the area expected to remain; then the potential new area if "underutilized" land is redeveloped; then the total land use at buildout. Then the net increase over existing is compared to the market forecast. The final column shows the area's development potential at buildout as a percentage of the market forecast.

Findings

- Because much of the plan area is recommended for a mix of uses, there is considerable flexibility in the placement and allocation of land uses to accommodate changing demand patterns, including higher utilization for industrial uses if needed.
- New industrial uses are projected to be developed at considerably higher floor area ratios than the older existing industrial properties, resulting in an increase in floor area even if land area devoted to industrial uses decreases.
- Office and retail uses are expected to increase, with sufficient capacity at 3.6 to 4.3 times the forecasted demand.
- Most multi-family residential property in the plan area is underutilized as defined herein. Developed at the density allowed under its current zoning, sufficient capacity is available for 2.9 times forecasted demand.
- The availability of more land than the forecasted demand means that underutilized properties might remain in their current use if they continue to meet the needs of their occupants.

Development Potential Compared to Market Forecast

Land Use Type	Existing Land Use	Existing Development Expected to Remain	Potential Development Underutilized	Total Future Land Use at Buildout	Net Increase over Existing	Market Forecast	Increase % of Mkt Forecast
Industrial	2,416,250 sf	1,215,650 sf	1,401,110 sf	2,616,760 sf	200,510 sf	400,000 sf	50%+*
Office	227,540 sf	303,870 sf	1,166,410 sf	1,470,280 sf	1,242,740 sf	350,000 sf	360%
Retail	281,630 sf	410,770 sf	938,880 sf	1,349,650 sf	1,068,020 sf	250,000 sf	430%
Multi-Family	580 du	40 du	2,290 du	2,330 du	1,750 du	600 du	290%

* Because much of the plan area is recommended for a mix of uses, a higher utilization for industrial use could occur if needed.
Source: Mecklenburg County GIS and Warren & Associates, 2008; Planning staff analysis, 2009.

Part III.

Appendix



Existing Conditions

This section examines existing demographic, environmental, land use, design, transportation, and infrastructure conditions in the North Tryon plan area. It provides a framework for understanding the opportunities and constraints identified in the Concept Plan.

Environmental

Natural Features

The North Tryon area is entirely within the Northeast and North Growth Corridors. This plan area sits up from the banks of Little Sugar Creek and its tributaries. There are SWIM buffers and floodplain areas, which should be considered and protected when developing. Topography is relatively gentle, with only isolated site-specific steep slopes.

Tree Cover

The industrial portions of the plan area have minimal tree cover. These areas have scarce landscaping and vast parking and loading areas, which increase the amount of stormwater run-off. The established residential areas have tree lined streets and a mature tree canopy. Map A1 shows the existing Tree Canopy.

Demographics

According to 2000 US Census data, 3,409 people resided in the North Tryon plan area. The racial and ethnic makeup is shown on the following chart. Also shown are comparable percentages for the City overall.

Population

Ethnic Group	North Tryon Plan Area		City
	Pop	%	%
Total	3,409		
Black	2,709	79%	33%
White	442	13%	58%
American Indian	13	0%	0%
Asian/Pacific Islander	18	1%	3%
Other	183	5%	5%
Hispanic	471	14%	7%

Source: US Census data, 2000

Concerning age groups, the largest group was of young people (20 - 39). The population under 18 was 28%, and senior citizens (65+) were only 8%. This is not greatly different from Citywide figures of 25% and 9% respectively.

In terms of population growth, the plan area has remained relatively stagnant. Based on Mecklenburg County tax parcel data, 33 housing units were constructed between 2000 and 2007. Furthermore, residential building permits were issued for only five units from 2008 thru June 2009.

The level of educational attainment for the 1,769 persons 25 years and above in the plan area is as follows:

Educational Attainment

Level Completed	North Tryon Plan Area		City
	Pop	%	%
Less than 9th grade	253	14%	5%
Grades 9 to 12	501	28%	10%
High School Graduate	496	28%	20%
Some College	379	21%	22%
Associate Degree	63	4%	6%
Bachelor Degree	33	2%	26%
Master or Above	44	2%	10%

Source: US Census data, 2000

In terms of employment the total number of jobs in the plan area was 1,211. A comparison of occupational groups to citywide data is as follows:

Employment

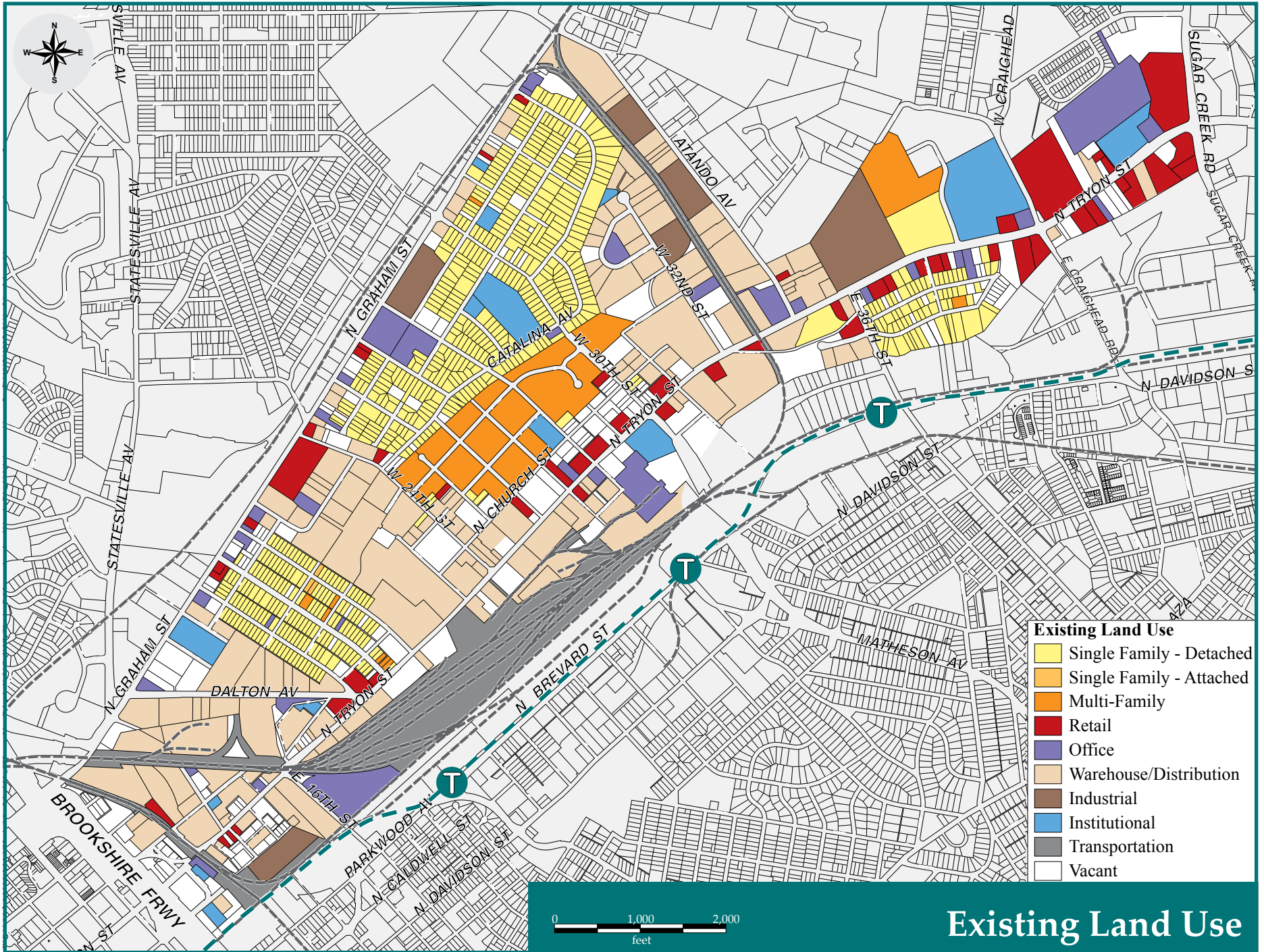
Occupational Group	North Tryon Plan Area		City
	Pop	%	%
Management/Professional	168	14%	38%
Service	297	25%	13%
Sales/Office	269	22%	29%
Construction/Maintenance	193	16%	8%
Production/Transportation	284	23%	12%

Source: US Census data, 2000

Source: Mecklenburg County field data and mapping, 2002

Map A1

DRAFT



Public transportation is utilized by 23% of the plan area's working population as their primary mode of travel to work, which is significantly higher than the citywide average of only 3%. Thirty-six percent of plan area residents carpool to work, and 33% travel via single occupancy vehicle.

The median household income in the plan area was \$24,835, according to 2000 US Census data. This is roughly half the median household income for Charlotte at \$46,975. The average household size was 2.81 (2.45 for the city). The total number of households was 1,088, of which 35% were owner occupied, compared to 57% citywide. The median home value was \$53,272; this is approximately 40% of the median home value for Charlotte, which stood at \$134,300.

Land Use and Zoning

Existing Land Use

There are a total of 938 acres within the plan area. Warehouse uses comprise over 29% of the total. Another 14% is considered vacant, while over 10% is owned by the railroad. Existing Land Use is shown on Map A2.

Existing Land Use

Land Use	Acres	% of Total
Single Family Detached	168.6	18.0%
Single Family Attached	0.6	0.1%
Multi-family	58.7	6.3%
Retail	61.2	6.5%
Office	58.0	6.2%
Institutional	44.5	4.8%
Industrial	42.2	4.5%
Warehouse/Distribution	275.1	29.3%
Transportation	97.2	10.4%
Vacant	131.2	14.0%
Total	937.5	100%

Note: Vacant is defined as having no net building value and no heated square feet.
Sources: Planning Dept GIS; Warren & Associates, March 2007

Land Use Character

The general land use character of the North Tryon Street corridor between downtown Charlotte and the University Area is a mix of older industrial and retail buildings fronting the street bordered by established residential neighborhoods predominantly located in the western portion of the corridor. Most of the area was developed between the 1950s and 1960s, when Center City Charlotte residents began to move out of the urban environment to the suburbs.

Some of the key properties along the corridor include:

- Amtrak Station
- Intermodal Yard
- WSOC Television Station
- Uptown Men's Shelter

Adopted Future Land Use

Adopted future land use for the North Tryon Area is designated by the Central District Plan, adopted in 1993. See map A3. The majority of land is identified as future industrial, particularly along the Norfolk-Southern Railroad lines. There are a few pockets of future single-family residential uses scattered throughout the plan area, including the existing neighborhoods of Lockwood, Tryon Hills, Graham Heights, and Ritch Avenue.

Greenway uses are proposed for most of the Little Sugar Creek alignment, covering most of the land between North Tryon Street and the railroad from 27th Street to 36th Street. The proposed greenway narrows north of 36th Street extending northwest beyond the plan area.

Other major land uses proposed for the plan area include multi-family residential, which is designated for a portion of the existing Tryon Hills neighborhood and other areas just off of North Tryon Street. Retail uses are proposed for land that fronts North Tryon Street, mostly from 36th Street northward.

Existing Zoning

There are a total of 1,081 zoned acres in the plan area. This land area is larger than the land use inventory because the zoning calculation includes all roads, railroads, and utility rights-of-way. Land zoned for industrial uses (I-1, I-2, B-D) dominates the plan area with over 636 acres, or 58.9% of the total. See Map A4. Single-family residential and business are a distant second and third, as shown below.

Acres By Zoning Category

Zoning Category	Acres	% of Total
Single Family	214.7	19.9%
Multi-family	92.5	8.6%
Urban Residential	3.7	0.3%
Business	99.2	9.2%
Office	6.9	0.6%
Institutional	18.9	1.7%
Uptown Mixed Use	8.0	0.7%
Mixed Use	0.7	0.1%
Industrial - Heavy	570.1	52.7%
Industrial - Light	65.9	6.1%
Business - Distribution	0.7	0.1%
Total	1,081.2	100%

Source: Planning Dept. GIS data, August 2009

Urban Design

Neighborhoods

Lockwood is an existing neighborhood with a grid street network that is located between North Tryon and Graham Streets. The streets are lined with aging mature trees, and the houses are typically bungalow style with ample front porches. There are well-tended houses mixed with houses in need of repair.

Graham Heights and Tryon Hills contained 2,237 people and 805 housing units in 2006, according to the Neighborhood Statistical Area (NSA) profile provided by the City of Charlotte. These totals include both single- and multi-family components of the neighborhoods. The Graham Heights neighborhood is similar to Lockwood in style and condition. Tryon Hills is a 257-unit rental property on 28 acres occupying ten different tax parcels. Approximately 80% of the units are vacant.



Graham Heights, as with the other neighborhoods in the plan area, has an attractive mature tree canopy.

Ritch Avenue is a single-family neighborhood located off 36th Street just south of its intersection with North Tryon Street. With increase in property values as a result of the impact of the NoDa arts district, additions and renovations are prevalent.

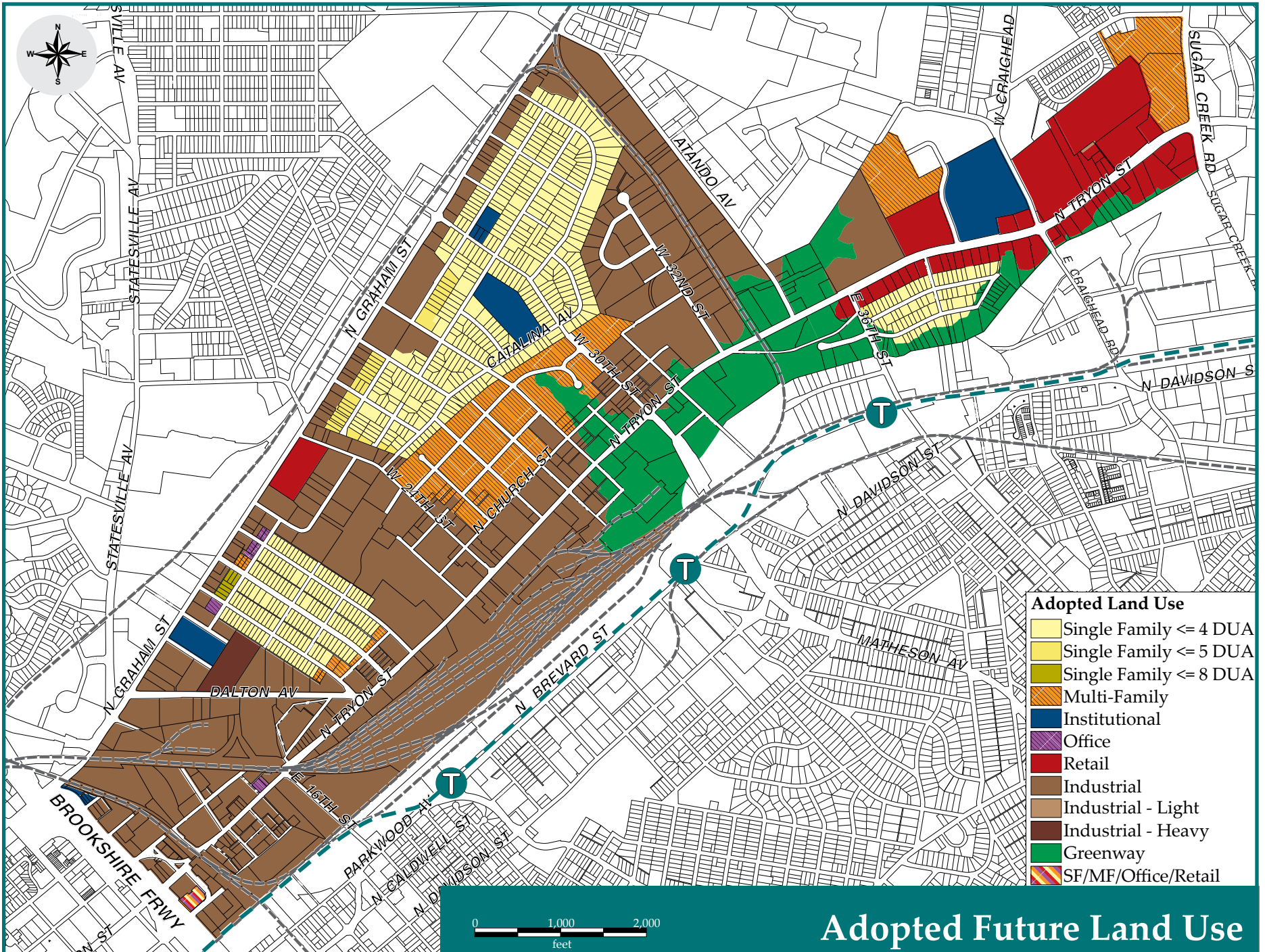
North Tryon Street

The majority of the North Tryon Street corridor was developed prior to the current planning philosophy of locating the building at the front of the site with the parking at the rear in order to create a pedestrian friendly or urban oriented site. There is little recent development which reflects current urban design or retailing trends. However, some older buildings are located in close proximity to the street.

Sidewalk locations are inconsistent and mostly immediately adjacent to the back of the curb. Despite various improvements, there is still no consistent streetscape throughout the corridor, including lack of street trees.



North Tryon Street is unattractive and disfunctional.



Source: Central District Plan, 2003, as amended through July 23, 2009

Map A3

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Adopted Future Land Use

Real Estate Market Forecasts

In November 2008, Warren & Associates completed an in-depth market study of an area generally encompassing the plan area. The study, entitled *North Tryon Redevelopment Study*, included an analysis of real estate market trends and conditions, provided market forecasts, and contained a first draft of policies included in this plan.

Based on the proposed public and private investments and real estate market trends, Warren & Associates generated commercial and residential forecasts for the plan area. These forecasts were divided by segment and time frame, and represent net new square footage or units that could be supported.

The projections were made before the recent economic downturn. However, the study anticipated short- and long-term demand. Short term is within 5-8 years; long term is 8-12 years. It is expected that market conditions will revive over the time periods defined, and that the projections will remain appropriate. The projections show favorable markets for many types of redevelopment, contingent upon their placement on the plan area.

Industrial

A total of 300,000 to 400,000 square feet of both multi- and single-tenant industrial space could be added within the area plan boundaries, split evenly between the short- and long-term planning horizons. Based on a floor area ratio (FAR) of 0.25, this new building inventory would require between 37 and 48 acres of land.

Most of the industrial space should be focused along the Norfolk-Southern railroad lines, with access from North Tryon Street, Graham Street, Sugar Creek Road, Dalton Avenue, Atando Avenue, and Craighead Road. Renovation of currently underutilized industrial properties could be combined with new construction. The pending relocation of the intermodal facility between the active freight line and North Brevard Street should have minimal impact on the development of new industrial space because of site limitations (inadequate depths).



Renovated light industrial/flex space on Atando Avenue.

Office

Office development in the North Tryon Street vicinity is gaining momentum, mainly a result of spillover demand from Center City Charlotte. A total of 300,000 to 400,000 square feet of new office space could be supported within the plan area, almost 60% of which would emerge in the long-term. Most of the new office inventory would be focused in close proximity to Center City Charlotte.

While the poor economy has caused offices in Center City to close, the North Tryon area is still desirable because of that close proximity at a much lower price per square foot. Based on an FAR of 0.35, the forecasted office space would occupy 20-26 total acres. Locations most suitable for new office development include:

- Both sides of North Tryon Street between Keswick Avenue and 28th Street
- Along Dalton Avenue between North Tryon and Graham Streets



The City North Business Center has been redeveloped for a mix of retail, office, and light industrial uses.

Retail

An additional 275,000 to 375,000 square feet of retail occupying 21 to 29 acres is forecasted for the North Tryon vicinity, 45% of which could take place in the short-term and 55% in the long-term. About 70% of the new retail space could be located in the plan area, which is currently considered underserved.

The most appropriate location for new retail uses in the plan area is the intersection of North Tryon and 30th Streets, because of its convenient access to diverse neighborhoods such as Tryon Hills, Optimist Park, and NoDa. This is the primary four-way intersection in the plan area, and offers visibility on two primary arteries. In addition, frontage along the proposed Little Sugar Creek Greenway could serve as an amenity. Development momentum can be captured from an emerging retail market in the NoDa district and surrounding future light rail transit stations.

New convenience retail uses could locate near the Dalton Avenue/North Tryon Street intersection, as well as at Graham and 28th Streets. Infill retail uses and redevelopment opportunities exist along North Tryon northward from Craighead Road.

Residential

For-Sale Housing

At this time, the North Tryon plan area lacks the services and amenities, and critical mass of residential product to support the development of a significant quantity of for-sale units. Currently, buyers have other options for in-town housing in more established areas that are becoming even more competitive as new supply is built.

In the short term, the area plan geography could support 150 to 175 units, given competitive product and pricing. This is mainly due to proximities to the strong housing markets in NoDa and Center City. Over the long-term, as public improvements and private investments create momentum, the area plan geography could support another 225 to 250 residential units.

Rental Housing

The rental housing market in the North Tryon plan area has been fairly stable for the last five years, with the exception of the Tryon Hills community located west of North Tryon Street between 24th and 30th Streets. This community was only 70%-75% occupied prior to its sale in early 2007. Now under new ownership, occupancy has increased, indicating continued demand for apartments in this area.

Based on the apartment trends, future light rail transit, and an overall renewed interest in urban living, 700-900 new apartments are forecasted for the North Tryon plan vicinity, split evenly between the short-term and the

long-term. Nearly 70% of the new units would be located in the area plan geography, taking advantage of the proximity to downtown Charlotte amenities and potential redevelopment of the Tryon Hills apartments.

At an average density of 17 units per acre, a total of 41 to 53 acres would be needed to accommodate the 700 to 900 new units. Appropriate locations for new apartments within the area plan geography include the potential redevelopment of the Tryon Hills community, the area between Dalton Avenue and the Lockwood neighborhood as part of a mixed-use redevelopment, and the west side of North Tryon Street between Craighead and Sugar Creek Roads. Just outside the plan area is additional land close to the future light rail transit stations, which are likely to be good residential development locations subject to planning efforts to be undertaken in the near future.



The Village at Rosedale apartments are just north of the plan area on Craighead Road.

Transportation

Roadway Element

The North Tryon plan area is centered on North Tryon Street. With its connection to Center City Charlotte and UNC-Charlotte, the street is an arterial used by Center City commuters. It is predominantly four to six lanes. Several sections have a central turn lane, and there are a few isolated left turn lanes. Overhead utilities run parallel on both sides of the streets and across the travel lanes. In many cases, utility poles are located near the back of curb or within the sidewalk area.

The *Urban Street Design Guidelines* recommend how Charlotte's streets should be designed to provide viable transportation choices. The guidelines are intended to ensure that street design considers the needs of pedestrians, bicyclists and motorists, as well as the effects on adjacent land uses. Streets are classified according to land use and transpor-

tation contexts and should be designed accordingly (Map A5). A number of streets in the plan area fail to consistently provide the street elements or dimensions desired. Area streets fall into the following categories:

- **Avenues:** North Tryon Street, North Graham Street, Atando Avenue, Norris Avenue/West 30th Street/Matheson Avenue, and Sugar Creek Road (south of North Tryon Street) function closest to Avenues. Avenues are intended to serve diverse functions within a variety of land use contexts and should be designed to balance the needs of all transportation modes. Avenues are important for motorists, but are expected to provide a high level of comfort, safety and convenience for pedestrians and bicyclists. Avenues are generally four or fewer travel lanes (except at major intersections) with block lengths up to 600 feet. Common elements should include sidewalks, planting strips with street trees, and bicycle lanes.

- **Boulevards:** A segment of Sugar Creek Road north of North Tryon Street qualifies as a Boulevard. Boulevards are intended to move large numbers of vehicles from one part of the city to another. Thus, the modal priority shifts toward motor vehicles, while still accommodating pedestrians and cyclists as safely and comfortably as possible.
- **Main Streets:** North Davidson Street near 36th Street is the only Main Street type in the vicinity of the plan area. Main Streets are "destination" streets with dense development focused toward the pedestrian realm.
- **Locals:** The majority of roadways are local residential and local commercial streets that provide direct access to residential and commercial properties. These streets are intended to safely accommodate pedestrians and bicyclists by providing sidewalks, planting strips with trees, and slow travel speeds.

Transportation Assessment

Average annual daily traffic volumes for area streets are shown on Map A5.

As a part of the study process, Charlotte Department of Transportation (CDOT) conducted peak-hour intersection analysis at all of the signalized intersections along the corridor. Major factors are capacity (number of travel lanes), presence of dedicated turn lanes, demand (peak hour turning movement volumes), and signal timings.



Portions of North Tryon Street have sufficient width for left turn lanes, although other amenities are lacking.



Sidewalks at the back of curb do not offer pedestrians safety from passing traffic.

Based on 2005 traffic conditions, the following Level of Service measures were generated: the volume to capacity (v/c) ratios and delay/LOS for each signalized intersection.

Signalized Capacity Analysis Results Existing Conditions

Intersection	Peak Hour	V/C	Delay (sec/veh)	LOS
N. Tryon St. & 16th St.	AM PM	0.54 0.66	3.1 8.0	A A
N. Tryon St. & Dalton Rd.	AM PM	0.65 0.58	12.5 11.4	B B
N. Tryon St. & 24th St.	AM PM	0.51 0.63	3.2 5.6	A A
N. Tryon St. & 28th St.	AM PM	0.56 0.70	3.9 9.3	A A
N. Tryon St. & 30th St./Matheson Rd.	AM PM	0.60 0.82	20.7 26.8	C C
N. Tryon St. & 32nd St.	AM PM	0.48 0.59	1.8 3.9	A A
N. Tryon St. & Atando Rd.	AM PM	0.58 0.66	8.1 10.5	A B
N. Tryon St. & 36th St.	AM PM	0.51 0.51	13.6 19.6	B B
N. Tryon St. & Craighead Rd.	AM PM	0.68 0.57	25.7 31.2	C C
N. Tryon St. & Sugar Creek Rd.	AM PM	0.79 0.72	43.6 43.9	D D
N. Tryon St. & Eastway Dr.	AM PM	0.65 1.01	20.9 52.4	C D
N. Tryon St. & Old Concord Rd.	AM PM	0.60 0.74	23.6 21.8	C C

Source: CDOT Traffic Conditions study, Feb. 2007, based on 2005 measurements.

Key performance measures for the corridor were determined based on modeling. Morning and afternoon peak hour results are as follows:

North Tryon Street Capacity Analysis Existing Peak Hour Traffic

Key Performance Measures	AM Average	PM Average
Total Path Distance (veh-mi)	51,641	59,637
Average Delay Time / vehicle (sec)	112.0	82.6
Total Network Travel Time (hrs)	2,334	2,339
Average Network Speed (mph)	22.1	25.5

AM Simulation time was from 6:30 am to 9:30 am
PM simulation time was from 3:30 pm to 6:30 pm
Source: CDOT modeling, 2007, based on 2005 measurements.

The traffic analysis suggests that the performance of the corridor is adequate. However, these results are influenced by the amount of capacity (lanes) provided for the north-south movements. The resulting roadway capacity works to the advantage of those using North Tryon Street as a commuter corridor (trip origin and destination outside the plan area).

Observations and discussions with area residents suggest that weaving, congestion, and intersection design create challenges for those that live and work in areas adjacent to

North Tryon Street. The minimal gaps and limited opportunities for east-west movements tends to result in aggressive driver behavior as these local trips compete for green-time at signalized intersections. Bicyclists and pedestrians also find it difficult to maneuver this automobile dominated corridor.

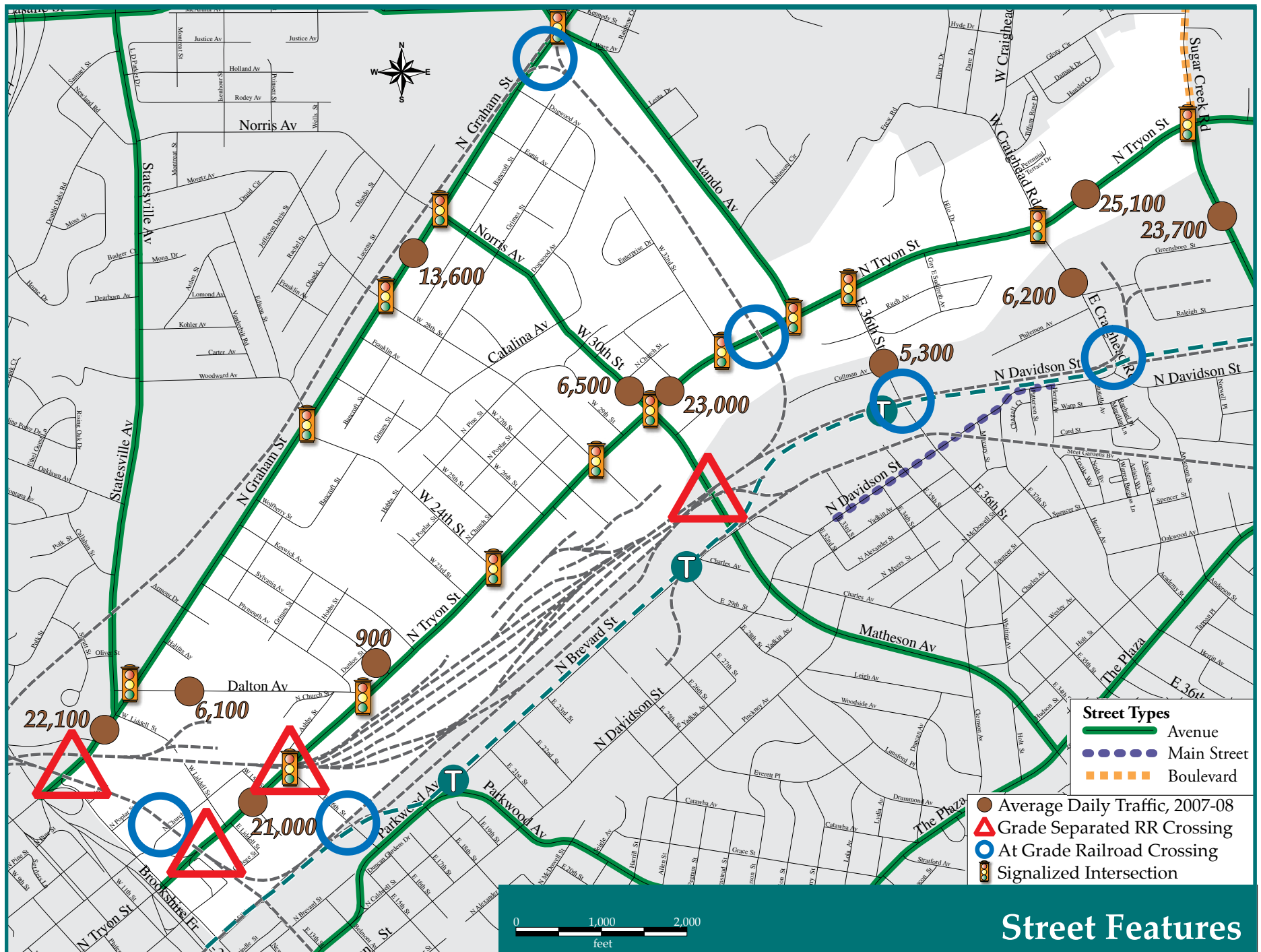
The level of connectivity in the plan area varies by location from excellent to poor. North Tryon, Graham, and Davidson Streets are three major arterials that provide parallel routes into Uptown Charlotte. For those traveling south of the plan area, the rail corridor creates a barrier, severely limiting connectivity. In the three-mile North Tryon Street corridor, only five streets provide north/south connections between the plan area and neighborhoods to the south such as NoDa and Plaza/Midwood.

Pedestrian and Bicycle Element

Walking and bicycling are important components of a multimodal transportation strategy. Provisions for bicyclists and pedestrians can take many forms, including sidewalks, greenways, bike lanes, and designated routes.

Sidewalks

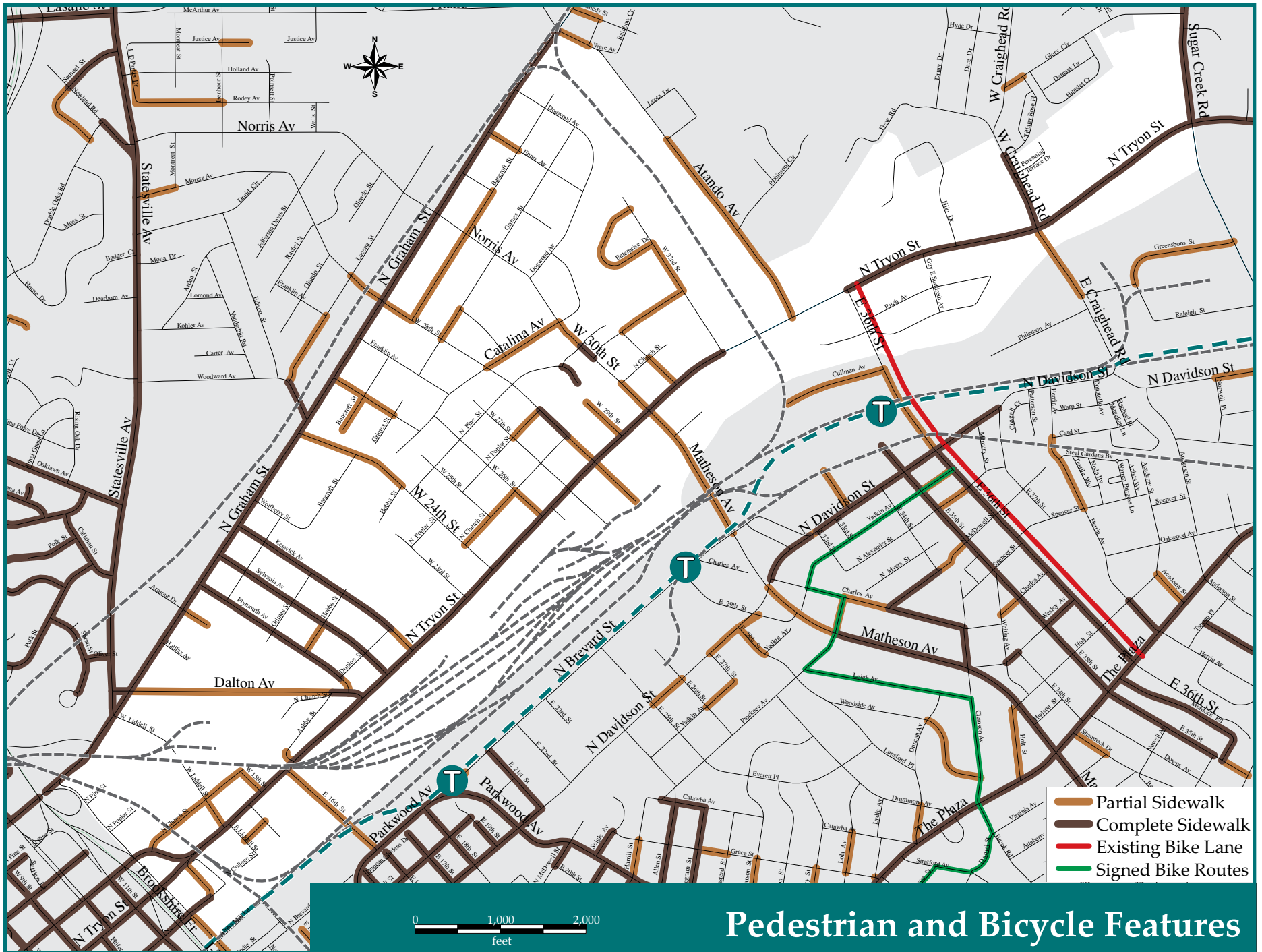
Established neighborhoods like Lockwood feature planting strips with mature trees between the roads and the sidewalks, offering an appealing path to walk. However, sidewalks are sporadic throughout the plan area.



Source: CDOT and Planning Dept field data as of 2008

Map A5

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Well-designed streets include a clear delineation between the pedestrian realm and the automobile realm. Pedestrians face challenges when sidewalks are located at the back of curb, with no buffer between pedestrians and traveling vehicles. Along North Tryon Street, most sidewalks are located at the back of curb and are often pinched between buildings, fences, or railings. In some cases, utility poles are located within the sidewalks, which also constrict pedestrian movements and violate clear zone requirements.

There are no sidewalks on most of the side streets along North Tryon Street (Map A6). Without sidewalks, pedestrians are forced to walk in the street. The City continues to install sidewalks as funds become available. As redevelopment and infill development occurs, additional sidewalks are expected.

As a part of the plan process, CDOT conducted pedestrian level of service analysis at signalized intersections along the North Tryon Street corridor. Pedestrian LOS is calculated based on five factors including pedestrian crossing distance, signalized features (left-turn/right-turn conflicts and pedestrian signal display), corner radius, right-turns on red, and adjustment for one-way street crossing.

The pedestrian LOS is based on historical data collected from 2003 to 2006 for signalized intersections. Signalized intersections tend to be among the safest places for pedestrians to cross; however, wide intersections and lack of pedestrian refuge islands results in longer

periods of time that pedestrians spend in the road right-of-way, increasing the risk of an accident. Likewise, at many intersections, there is not a true pedestrian phase in the signal timing to allow pedestrians to cross without left-turn traffic considerations.

Bikeways

The North Tryon area does not have an extensive network of bicycle lanes and routes. In fact, 36th Street provides the only bike lane in the area. In addition, bicyclists face other challenges like narrow travel lanes and few parallel routes. Currently there is little connection to the Mecklenburg County Greenway system which could otherwise be used for bicycle trips.

Just as for pedestrians, CDOT conducted bicycle Level of Service analysis at signalized intersections along North Tryon Street. Bicycle LOS is calculated based on five factors including bike travel way and speed of adjacent traffic, signal features (opposing vehicular left-turn phase and stop bar location), right-turn traffic conflicts, right-turns on red, and intersection crossing distance.

The bicycle LOS is based on historical data collected from 2003 to 2006 for signalized intersections. As shown below, several of the intersections are considered unacceptable for bicyclists. Like pedestrians, there are no bicycling connections to existing greenways.

Pedestrian and Bicycle Level of Service

Intersection	Ped LOS	Bike LOS
N. Tryon St. & 16th St.	B	D
N. Tryon St. & Dalton Rd.	D-	D
N. Tryon St. & 24th St.	C	D
N. Tryon St. & 28th St.	B	E
N. Tryon St. & 30th St.	D	E
N. Tryon St. & Atando Rd.	C-	D+
N. Tryon St. & 36th St.	D-	D-
N. Tryon St. & Craighead Rd.	C-	E-
N. Tryon St. & Sugar Creek Rd.	E+	F
N. Tryon St. & Eastway Dr.	F	E
N. Tryon St. & Old Concord Rd.	E+	F

Source: CDOT analysis, 2007

Greenways

There are no greenways within the plan area; however, a greenway is located near the plan boundary in the vicinity of Parkwood Avenue. Greenway facilities, also called 'multi-use paths,' generally are independent of the road network.

Greenways can have a paved or gravel surface, but generally are designed in an environmentally sensitive and aesthetically pleasing fashion. Around the state, greenways have been designed along creeks, through utility easements or in 'rails-to-trails' conversions. As areas along North Tryon Street redevelop, greenways may play an important component contributing to improved quality of life for local residents. The continued construction and

extension of the Little Sugar Creek Greenway would provide a positive contribution to the community and improved mobility for pedestrian and bicyclists. The Little Sugar Creek Greenway is envisioned to someday connect from the South Carolina line north through Center City Charlotte to Cordelia Park. Finding ways to extend this greenway north of Cordelia Park along Little Sugar Creek through the North Tryon plan area will enhance opportunities for walkers and bikers.

Public Transportation

Transit in the North Tryon Street area is primarily the existing bus service provided by Charlotte Area Transit Service (CATS). Expansion of bus services and the addition of light rail along the Northeast rail corridor are expected to occur in the future.



Little Sugar Creek borders the plan area at the Ritch Avenue neighborhood.

CATS operates multiple bus routes and has multiple bus stops to serve the North Tryon corridor (Map A7). Route 11 runs north/south on North Tryon Street from 5:00 AM until 2:00 AM, providing service between Center City Charlotte and the University City area.

Route 11 is the workhorse route connecting places where people live, work, and shop. The frequency of service is significant with buses arriving every 10 minutes during the morning and afternoon peak periods.

While the frequency and duration of service is very good, the bus stops in the area tend to have minimal amenities. Often the only indication of the stop is a bus stop sign. There are few amenities such as benches or shelters. Nor is there “real-time” information indicating when the next bus is scheduled to arrive. Accessing these stops on foot and by bike can also be a challenge as a result of the lack of pedestrian connectivity.

Public Utilities

Water/Sewer

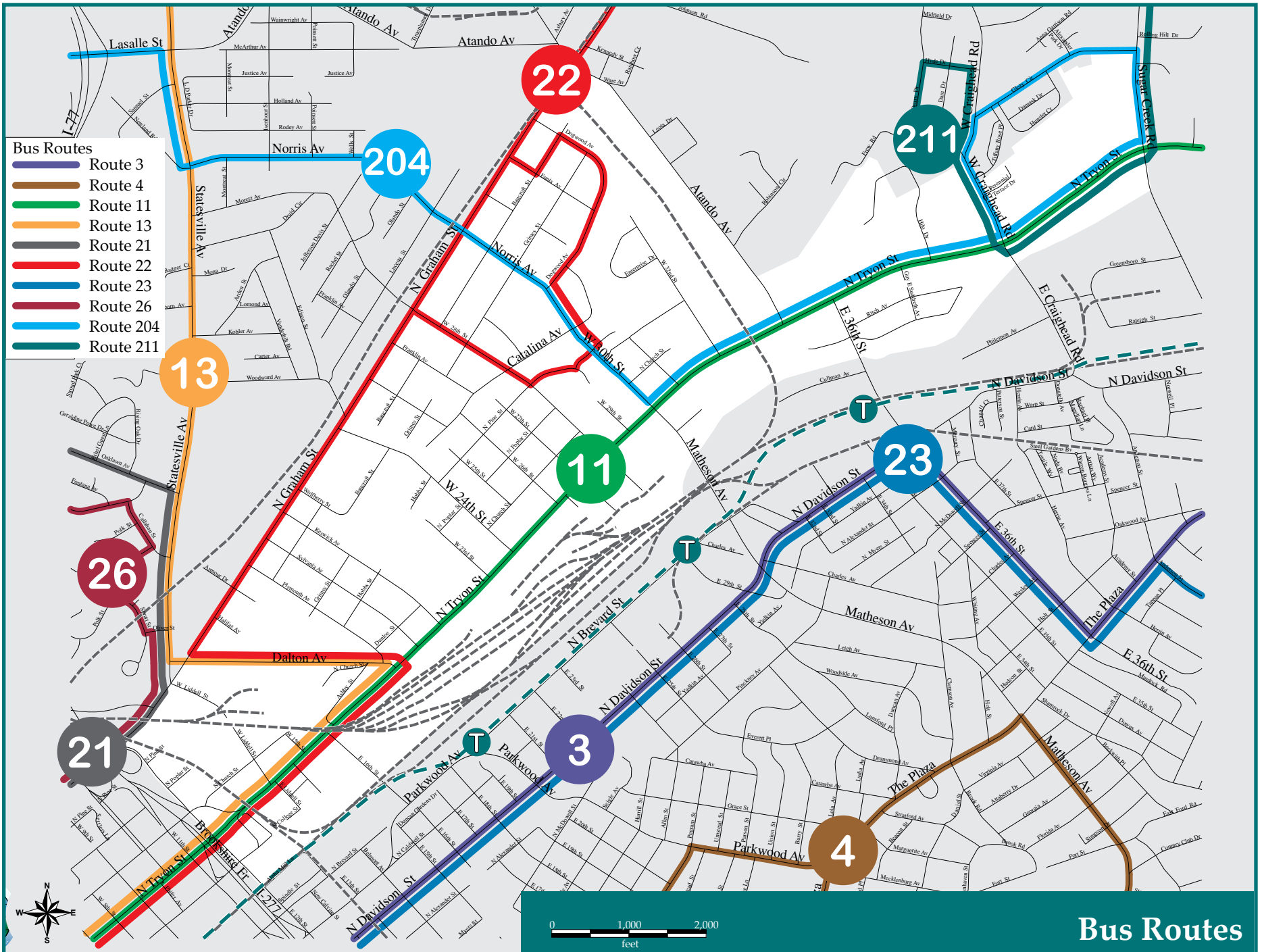
The water distribution and sanitary sewer systems within the plan area consists of water and sewer mains of varying sizes. Charlotte Mecklenburg Utilities (CMU) does not anticipate water or sewer capacity issues. As changes occur and densities increase, CMU will evaluate their system models to monitor any additional needs.

CMU is currently improving portions of the water distribution system to address a low pressure zone in and around the Hidden Valley neighborhood just north of the plan area. A future water main will be located in the North Tryon right-of-way north of the plan area. There are no other ongoing projects beyond regular maintenance and repairs.

Stormwater

Hydrology features within the plan area include existing streams, creeks, and floodplains (Map A8). Major tributaries include Little Sugar and Derita Branch Creeks. Several water features have been confined to culverts for extended lengths as development occurred in the past along North Tryon Street before stream buffers and regulations were in place. A stream restoration project that was recently completed is the Hidden Valley Ecological Gardens at Little Sugar Creek, just north of the plan area.

Charlotte Mecklenburg Storm Water Services notes several ongoing projects within the plan area. The City is currently working on the Sugaw Creek/Ritch Avenue and Tryon Hills Neighborhood Improvement Projects, which typically consist of various storm water collection improvements. Also, the County has been working on restoring floodplain along Little Sugar Creek and has purchased eight properties along Cullman Avenue to counter recurring flooding. The structures on these properties will be demolished and left as open space, recreating the floodplain.



Source: CATS bus route mapping as of September 29, 2009

Public Facilities/ Institutional Uses

Police Services

Crime and the perception of crime in the plan area continue to impact the momentum for investment opportunities. Following are crime statistics for 2005 and 2006 for Mecklenburg County as a whole and the Metro and North Tryon divisions, within which the plan area is located.

The portion of the plan area within the Metro Division extends from Brookshire Freeway to 32nd Street. Crimes in the Metro Division during 2006 totaled 2,672, up 10.4% from 2005. Property crimes increased by 12.6% during the one-year period, while violent crimes increased by 2.6%. Commercial burglary in-

creased the most in terms of percentage change (51.6%), while armed robbery decreased the most (-22.5%).

The portion of the plan area in the North Tryon Division extends from 32nd Street to Sugar Creek Road. Crimes in the North Tryon Division during 2006 totaled 3,422, down 0.4% from 2005. Property crimes remained stable at 0.0% during the one-year period, while violent crimes decreased by 1.9%. Arson increased the most in terms of percentage change (133.3%), while armed robbery decreased the most (-9.1%).

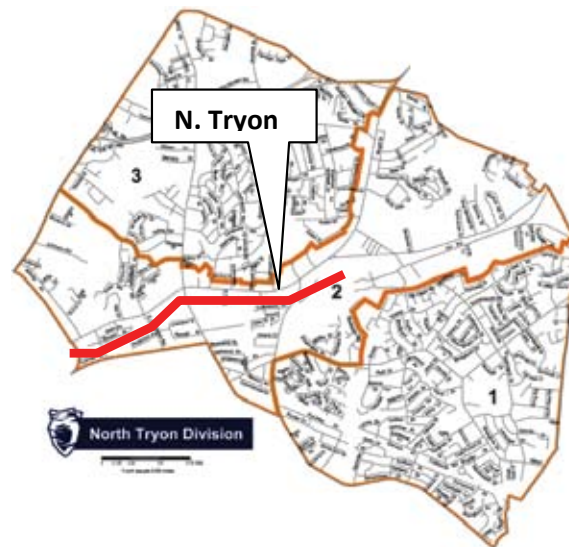
Charlotte-Mecklenburg, excluding all suburban municipalities, experienced a 2.8% decrease in crimes between 2005 and 2006. Property crimes decreased by 6.2% during the one-year period, while violent crimes in-

creased by 4.5%. Larceny, other than automobile, bicycle, or shoplifting, increased the most in terms of percentage change (14.1%), while vehicle theft decreased the most (-26.6%).

Police officers that work along the North Tryon corridor were interviewed about crime issues. Reported hot spots included:

- Tryon Hills Apartments
- Dillehay Courts Apartments
- Lockwood
- Used car lots along the corridor
- Industrial businesses throughout the plan area

Recurring crimes include vehicle larceny (car break-ins), drug-related activity, and copper theft from various industries. In general, violent crimes such as rape, shootings, and murder, have decreased according to the officers, and are more concentrated north of Sugar Creek Road, just outside the plan area.



The joint police, library, and job link facility at the west end of the plan area sets a positive tone.

Fire Stations

Fire Station 11

620 West 28th Street

- Protects the mixed residential and industrial area.
- The former CFD Shops are adjacent; now used to store antique apparatus.

Library

Sugar Creek Library:

4045 North Tryon Street

- 5.187 acres
- Joint venture building houses the library, District Police Office, and the Joblink Center.
- State of the art computer learning center with 15 internet capable computers.

Schools

Highland Renaissance Academy

125 West Craighead Road

- Opened in 2001 on a 17.319-acre site.
- 585 students, 80 staff, grades K-5.
- 61% African American, 5% Caucasian, 29% Hispanic, 1% Asian, 4% other.
- Received the Governor's Award for Excellence in Education, 2001.

Sugar Creek Charter School

4101 North Tryon Street

- Opened in a renovated K-Mart in 2000
- 15.158 acres.
- 500 students, 56 teachers, grades K-8.

Tryon Hills Pre-K School

2600 Grimes Street

- Built on a 7-acre site in 1950 as an elementary school.
- Now serves ages 3 to 4 years.

Performance Learning Center

1400 North Graham Street

- Built on a 4-acre site in 1928 as Parks Hutchison School.
- Building is on local historic register.
- Now serves as a small non-traditional public high school.

Parks/Greenways

Tryon Hills Park

220 West 30th Street

- Only neighborhood park in plan area.
- Two acres, with half-court basketball courts, small picnic shelter with grill, walking trail, playground with two separate play structures, one for 2 to 5-year olds and another for 5 to 12-year olds.

Little Sugar Creek Greenway

- Greenway presently stops at Cordelia Park about 1/4 mile south of North Tryon Street; no improvements currently planned.
- County purchased several properties along Cullman Avenue just outside plan area at 36th Street because of flooding issues from Little Sugar Creek. This could represent an opportunity to extend greenway into plan area.

Churches

Sugaw Creek Presbyterian Church

101 West Sugar Creek Road

- Organized in 1755; oldest church in Mecklenburg County; it is mother church for the seven original Presbyterian congregations.
- Church sits on 8.3 acres; has associated cemeteries totaling 5 acres.

Social Services

Urban Ministries

945 North College Street

- Established in 1996 to address needs of Charlotte's urban poor and homeless. Located in former train depot and a building constructed in 1996.
- Mission components: Job placement, counseling, lunch 7 days a week, restrooms, telephones for local calls, showers, washers and dryers, mail drop.



Sugar Creek Charter School is located in a converted big box store, linked to the Library/Police Station facility.

Uptown Shelter

1210 North Tryon Street

- Chartered in 1985; supported by local churches, businesses, civic groups, and individuals, as well as county, state and federal governments.
- Mission is to care for homeless men, and to provide them opportunities to rebuild their lives.
- Capacity for 255 clients. Programs include emergency services, mental health transitional living program, substance abuse services, meals, and a life enrichment program.

Hope Haven

3815 North Tryon Street

- Provides life skills for chemically dependent adults and families within a supportive residential environment.
- Located in a former Holiday Inn, founded in 1976.
- Services for up to 216 homeless men, women, and children, averaging 300 people a year.
- Funding from contributions and grants, agency contracts, U.S. Department of Housing and Urban Development, United Way, resident fees, and vocational training programs such as catering and commercial laundry.

Public Sector Investments

This section describes recent and proposed public sector investments in and surrounding the plan area (Map A9).

Streetscape and Roadway Improvements

During the latter half of the 1990s, streetscape improvements were completed along North Tryon Street between Brookshire Freeway and Dalton Avenue, and between Atando Avenue and Craighead Road. These improvements included brick gateway columns, street trees, and landscaped medians. In addition, new benches and light poles were installed along North Davidson Street between 34th and 36th Streets. Neck downs were also installed in order to slow vehicular and truck traffic providing for a more pedestrian-friendly environment.

36th Street between The Plaza and North Tryon Street was restriped to three travel lanes with dedicated bike lanes. New sidewalks were constructed along North Tryon Street north of Sugar Creek Road. This project included a retaining wall between the street and the shopping center parking lot.

Matheson Avenue was connected to North Davidson Street to accommodate truck traffic to and from the Norfolk-Southern intermodal yard and other truck-dependent businesses, providing a more direct route to I-85, I-77, and the Brookshire Freeway. Indirectly related to that project was an extension of Atando Avenue from Graham Street to I-77.

Public/Non-Profit Facilities

In addition to the previously noted public facilities, the following also have established a presence in the plan area:

- Mecklenburg County Sheriff's Office and Alcoholic Beverage Control (ABC) offices on the north side of Tryon Street at 36th Street.
- A United States Postal Service facility in the southwest quadrant of North Tryon and 30th Streets. It was constructed about 2000.
- Rosedale, a 7.5-acre property on North Tryon Street between 36th Street and Sugar Creek Road. It includes the oldest wood-frame structure in the City, a plantation home dating to 1809. The house has been restored, and the grounds are currently being redesigned to accommodate events and spotlight heritage trees and plantings up to 300 years old.

Neighborhoods

The City of Charlotte and Mecklenburg County have completed the following improvements in neighborhoods in and around the plan area:

- Mecklenburg County purchased homes and property in the Hidden Valley neighborhood due to flooding issues from Little Sugar Creek. This area has become a creek restoration project, and will be an open space amenity.
- New curb and gutter have been installed in the Lockwood neighborhood.

Private Sector Investments

The following section describes recent and proposed private sector investments in and surrounding the plan area.

Commercial

- There have been 36 City of Charlotte business grants totaling \$275,000 in the North Tryon/North Davidson corridors over the last eight years. These grants have resulted in private investment of approximately \$5 million.
- An Auto Bell car wash was built on North Tryon Street between Brookshire Freeway and 16th Street.
- Extravaganza Depot is an events facility on the south side of North Tryon Street at Dalton Avenue that opened about five years ago. This building can host events for up to 580 guests. The facility also has storage for props and décor items for off-site events.
- City North Business Center: Holden Properties of Charlotte purchased the 200,000-square foot former Scandura plant at North Tryon Street and Keswick Avenue, and is redeveloping the property for a mix of office, retail and light industrial uses. As a result of tight Center City office market conditions, demand has been strong among small professional service businesses seeking up to 1,000 square feet.

- A renovated, two-story, 12,000- square foot building at the corner of North Tryon and 28th Streets is being marketed for professional office space.

Residential

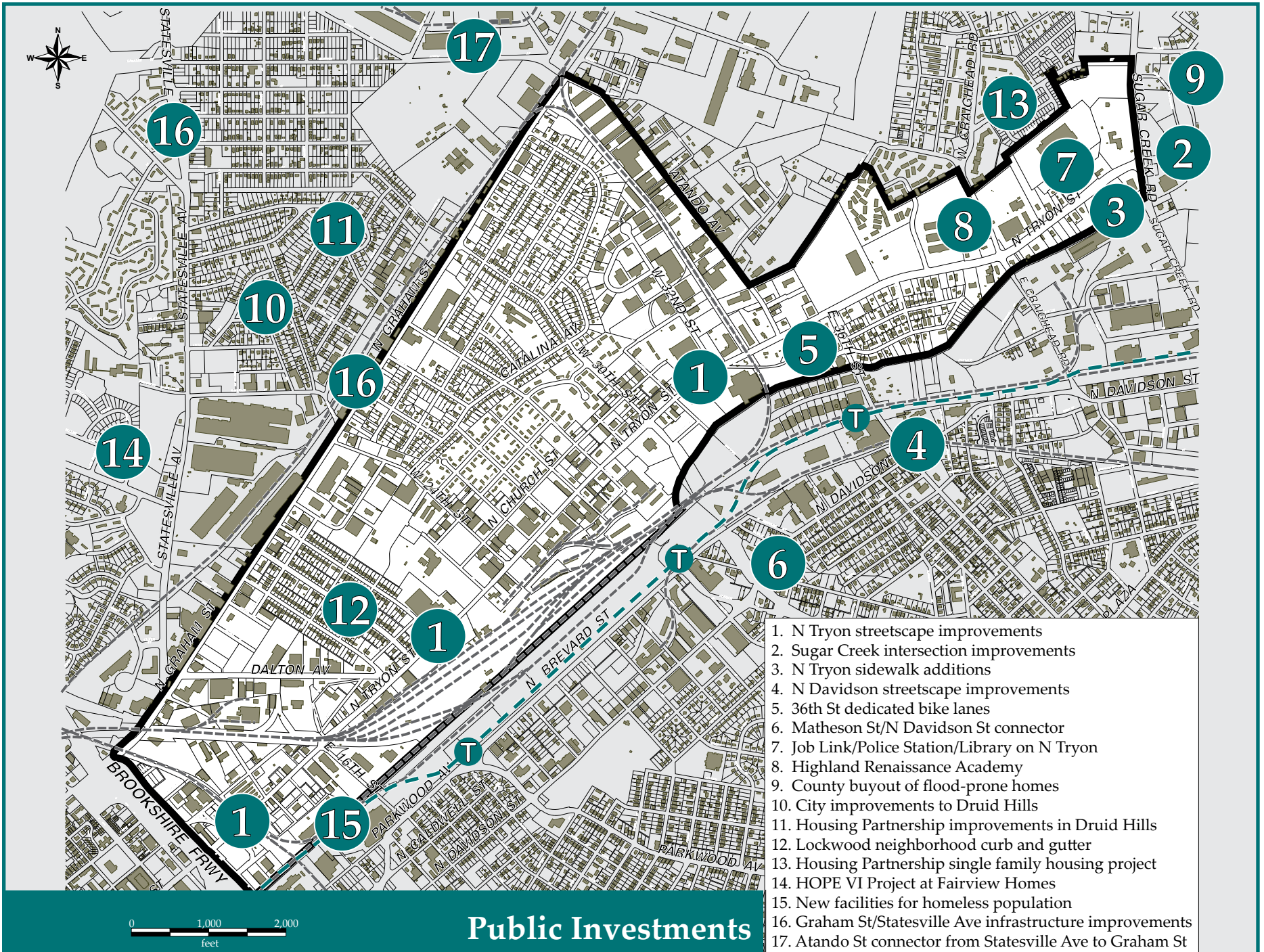
- Charlotte-Mecklenburg Housing Partnership constructed the 104-unit Village of Rosedale apartments on Craighead Road. These tax-credit units were completed in 2004.
 - Regent Homes is constructing the Village of Rosedale single-family community on Glory Street adjacent to the Village of Rosedale apartments. Prices range from the \$120s to \$140s.
 - Alexander Park is a neighborhood of 61 single family houses by Home Life Communities off Glory Road behind the Sugar Creek Charter School. The 1,200- to 1,800-square foot houses are priced in the low \$100s.
- Alpha Mill, a recently completed apartment development at 12th and Brevard streets, has 167 units. Rents per square foot range from \$1.02 to \$1.62 for one-bedrooms, and \$1.23 to \$1.72 for two-bedrooms.
 - Tuscan Development completed a mixed-income condominium/townhouse project called Duncan Gardens at 16th and Brevard Streets. The company coordinated with House Charlotte on the development. The average sales price is about \$130,000, or \$126 per square foot.
 - Several houses have been renovated and about eight new houses were constructed on Ritch and Benard Avenues, an existing neighborhood off 36th Street between North Tryon and North Davidson streets. Prices for the new houses approach \$150 per square foot.



Extravaganza Depot is an events facility located in a renovated industrial facility on North Tryon Street.



Village of Rosedale is a new single family community just outside the plan area near Craighead Road.





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