

North Tryon Redevelopment Study

Charlotte, NC

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Prepared for

**Charlotte Economic Development,
Charlotte Mecklenburg Planning Department,
Charlotte Department of Transportation,
Charlotte Area Transit System
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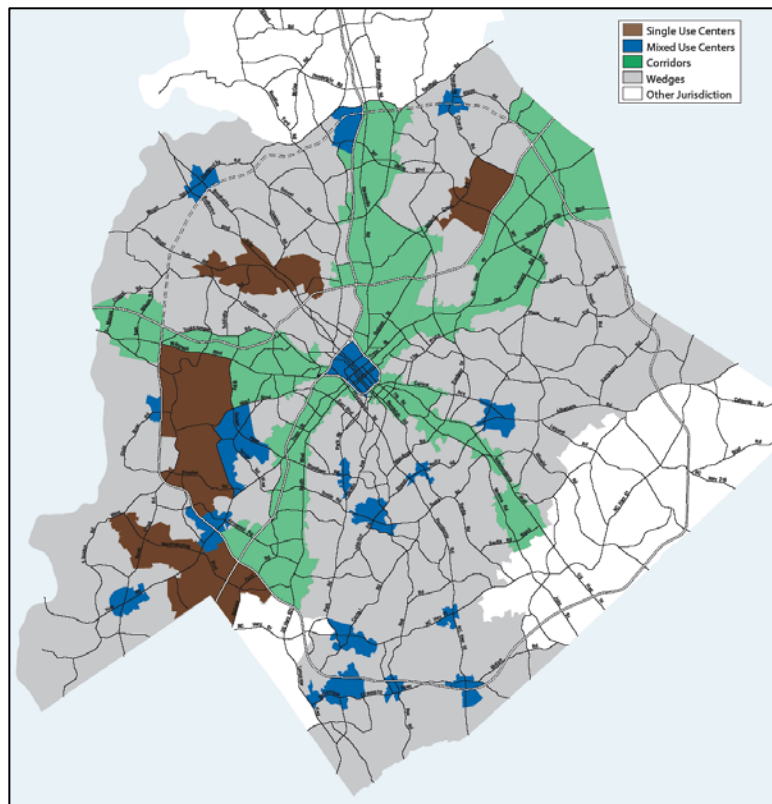
1. Introduction

Warren & Associates and its sub-consultants were contracted by the City of Charlotte's Economic Development, Planning, and Transportation departments, as well as the Charlotte Area Transit System, to prepare a redevelopment plan for the N. Tryon Street corridor from I-277 (Brookshire Freeway) to Old Concord Road. The plan documents existing conditions, identifies market opportunities, and evaluates alternative land development scenarios. In addition, public sector improvements, actions, and financial incentives that could leverage private sector reinvestment in the corridor are outlined.

In addition to the market, land use, and transportation analyses, this plan incorporates a significant public involvement component. A Stakeholder's Committee has met four times, and three public meetings have been conducted. Two of the public meetings focused on Segment One of the Study Area between the Brookshire Freeway and Sugar Creek Road. The third public meeting addressed Segment Two between Sugar Creek and Old Concord roads.

According to the Centers, Corridors and Wedges Growth Framework produced by the Charlotte Mecklenburg Planning Department in 1994, North Tryon Street is considered a key growth corridor in Mecklenburg County. This document, and associated map, is the currently adopted policy for organizing and guiding growth and development within the City of Charlotte and Mecklenburg County. It is currently being updated and is expected to be readopted in 2007.

The framework identifies five radial growth corridors and a variety of activity centers that will have infrastructure to support higher intensity development. The corridors are identified in green in the illustration on the right, with single-use centers identified in brown and mixed-use center in blue. Wedges (gray), which fall between the growth corridors and outside of the centers, are planned for primarily low to medium density residential development, reflecting the existing development pattern in those areas.



2. Study Area Definitions

This section of the report defines the boundaries of the various study areas for the plan.

2.1 Study Area

The Study Area is the area within which all data will be collected, market opportunities will be identified, and future land use and transportation will be recommended (Map 1). It is bounded by Brookshire Freeway to the west; Graham Street, Atando Avenue, and tax parcel boundaries along N. Tryon Street to the north; Old Concord Road to the east; and the Norfolk-Southern Railroad, Brevard Street, Davidson Street and tax parcel boundaries along N. Tryon Street to the south.

2.1.1 Segment One

The Segment One portion of the Study Area is bounded by Brookshire Freeway to the west; Graham Street, Atando Avenue, tax parcel boundaries along N. Tryon Street to the north; Sugar Creek Road to the east; and the Norfolk-Southern Railroad, Brevard Street, and Davidson Street to the south (Map 1). In addition to an existing conditions analysis, an alternative land development scenario will be prepared for this area. As part of this scenario, the redevelopment potential for four Catalyst Sites will be evaluated.

2.1.2 Segment Two

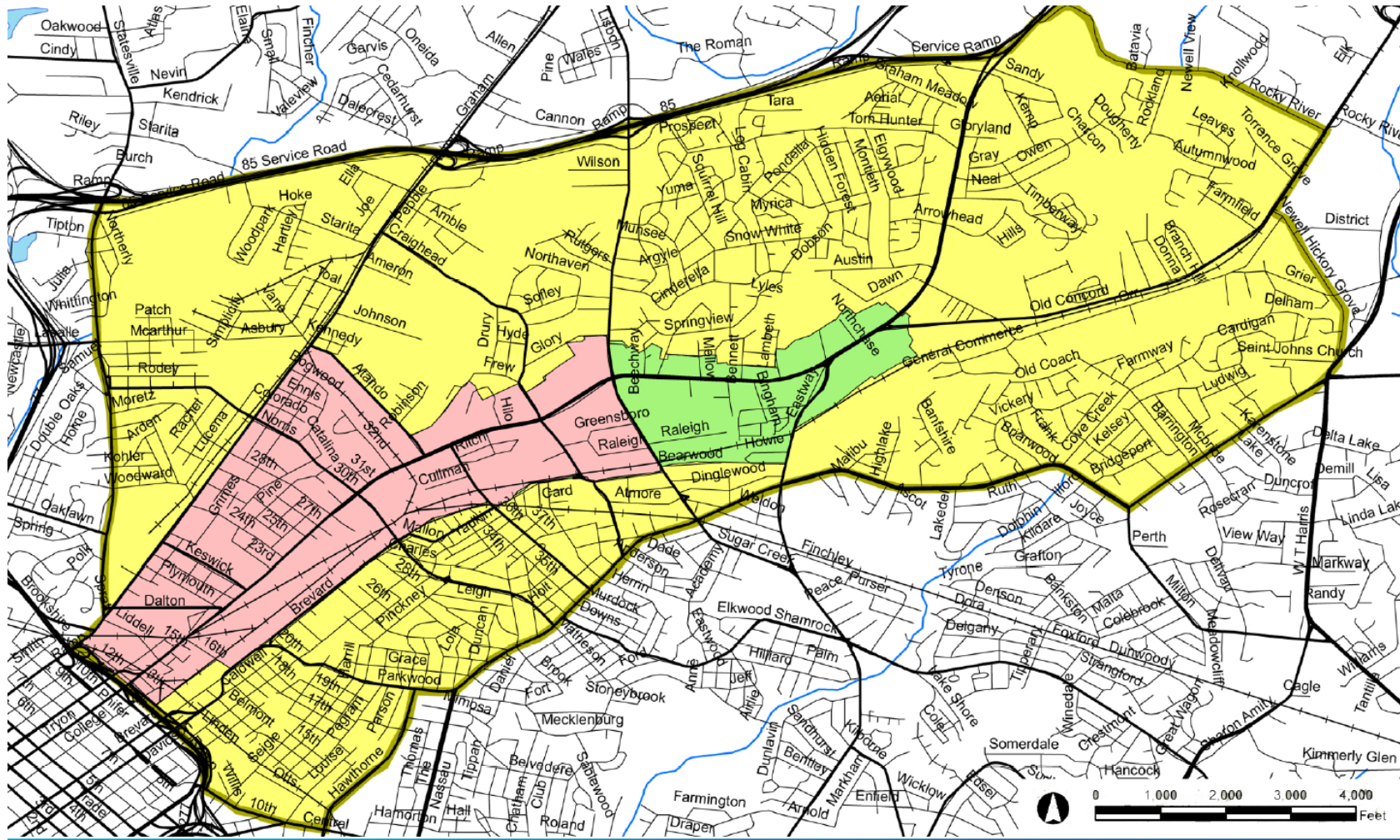
The Segment Two portion of the Study Area extends from Sugar Creek Road east to Old Concord Road, including land to the N. Carolina railroad to the south and one block off N. Tryon Street to the north. Segment Two will be analyzed similarly to Segment One. However, only one land development scenario will be prepared for Segment Two, based on light rail service following the existing N. Carolina Railroad line south of the Study Area. A second study will be conducted by Charlotte Area Transit System (CATS) based on light rail service in the median of N. Tryon Street. Catalyst Sites will not be evaluated, pending a Metropolitan Transit Commission (MTC) decision on the preferred rail alignment.

2.2 Trade Area

Retailers in the Study Area serve households from a broader Trade Area covering much of inner northeast Charlotte. This Trade Area is bounded by the Brookshire Freeway, 10th Street, and Statesville Road to the west; I-85 to the N.; Rocky River Road and Newell Hickory Grove Road to the north; and The Plaza and Hawthorne Lane to the south.

Map 1:

 Study Area Segments and Retail Trade Area



 Segment One	 Retail/ Trade Area
 Segment Two	

3. Existing Conditions

This section of the report describes public meeting input and survey results, and recent and proposed public and private investments. It also profiles current land use, transportation, environmental, and public infrastructure conditions within the Study Area. Some demographic and retail data is also analyzed for the broader Trade Area. Where applicable, corridor findings are divided into the Segment One and Segment Two areas.

3.1 Business and Property Owner Interviews

A total of 15 interviews were conducted with business and property owners in order to gain insight on existing conditions and issues impacting redevelopment potential (Table 1). Detailed notes from these interviews are contained in the Appendix.

Table 1: N. Tryon Business and Property Owner Interviewees, April-May 2007

Name	Organization
Andrew King	Historic Rosedale
Bill Newnan	Uptown Men's Shelter
Billy Graves	W.B. Moore Co.
Chuck Howard	Auto Bell
Dale Mullennix	Urban Ministry Center
David Bost	Norfolk Southern Railroad
Deborah Hunter	Historic Rosedale
Eligio Pena	Compare Foods
Elizabeth Roseman	Tryon North Development
Frank Naron	CHA - Dillehay Courts
Lanny Franklin	Tryon Hills Apts.
Lee Armstrong	WSOC
Linda Holden	Linda Construction
Mike Wilkinson	Ray Roofing
Officer Matthew Pitcher	Charlotte-Meck. Police
Pete Godley	First Industrial
Ted Greve	Ted Greve & Assoc.
Tom Jacoby	Norfolk Southern Intermodal

Source: Warren & Associates

A few of the findings by topic from these interviews are described below:

3.1.1 Employment

- There appears to be a strong office potential resulting from lack of supply and rising prices downtown.
- Businesses want to stay and expand in the area
- There is a growing market for industrial space

3.1.2 Retail Services

- There are minimal retail amenities or services along the corridor
- A convenience store is needed
- Compare Foods at N. Tryon Street and Sugar Creek Road is one of the highest grossing supermarkets per square foot in the Charlotte area; it replaced a former Park 'N Shop in 2004
- About 80% of Compare Foods' customers are N. Tryon Street area residents
- An estimated 20% of Compare Foods' customers walk to the store

3.1.3 Residential

- Residential reinvestment is taking place in the Lockwood and Ritch Avenue neighborhoods; speculative purchases and renovations are taking place
- Tryon Hills multi-family property is under new ownership; studying redevelopment options
- Dillehay Courts is being considered for a Hope VI grant

3.1.4 Transportation

- Future light rail transit service will be both a transportation and a land use benefit for the North Tryon Corridor
- Norfolk-Southern Intermodal facility is operating at 200% of capacity – a relocation is planned
- Norfolk-Southern Intermodal off-site trailer storage would relocate with the intermodal facility
- Norfolk-Southern Service Yard will remain

3.1.5 Public Facilities/Services

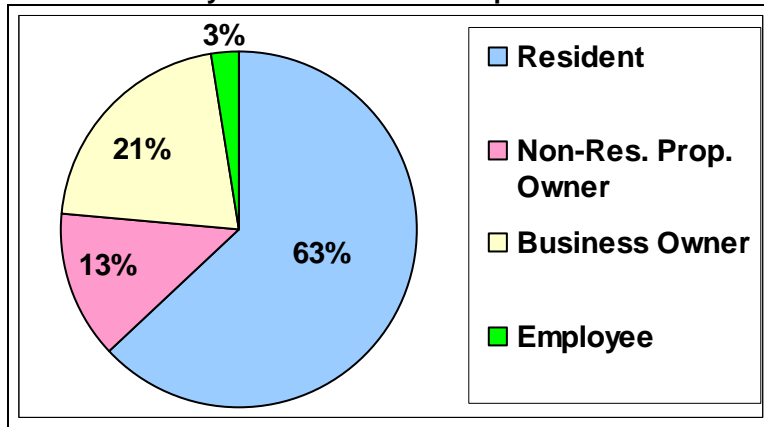
- Crime exists, but is focused in hot spots; perception is problem (not reality)
- Panhandling on N. Tryon with Urban Ministry Center and Uptown Shelter
- Used car lots are not only an issue in terms of the image and appearance of the corridor, they also serve as fronts for drug-related activity
- Metal theft, and in particular copper theft, from surrounding industries is becoming an issue
- Most prevalent crime is vehicle break-ins
- More violent crime exists north of Sugar Creek Road (gangs, shootings)
- Urban Ministry Center and Uptown Shelter are hindering private sector investment, but conditions are improving
- Historic Rosedale desires to preserve green space and make it available to the community

3.2 Public Meeting Input and Survey Results

This section summarizes feedback from the public meeting held at Extravaganza Depot on March 20th, as well as a public input survey that was handed out that evening. The findings of this survey, as well as the resulting SWOT (strengths, opportunities, weaknesses, threats) analysis, are integral components to the alternative land development scenario process.

Almost two-thirds of the approximately 100 public meeting attendees were residents of the Study Area (Graph 1). Another 21% were business owners, while 13% were property owners that did not live or own a business in the Study Area. Approximately 3% of the attendees worked in the Study Area.

**Graph 1: Public Meeting Attendees,
N. Tryon Corridor Redevelopment Plan**



Of the residents that responded to the public input survey, almost 92% owned a home in the Study Area (Table 2). About 96% of the home owners have resided in their homes for more than five years.

**Table 2: Resident Characteristics,
N. Tryon Public Meeting, March 2007**

	Tenure		Length of Residence		
	Rent	Own	< 1 Year	1-5 yrs.	> 5 Years
Total	2	22	1	0	23
% Of Total	8.3%	91.7%	4.2%	0.0%	95.8%

Source: 3/20/07 Public Meeting

Nearly 32% of the attendees that responded to the survey were retired, with another 23% indicating that they worked in an area other than those listed in Table 3 below. Only 2 of the 22 respondents worked in downtown Charlotte, the closest major employment center to the Study Area. The high percentage of retirees and low percentage of downtown workers is similar to other inner-city corridors throughout Charlotte.

**Table 3: Place of Work Responses,
N. Tryon Public Meeting, March 2007**

Place	Respondents	% of Total
Downtown	2	9.1%
University Area	1	4.5%
N. Charlotte	3	13.6%
Midtown	2	9.1%
Unemployed	2	9.1%
Retired	7	31.8%
Other	5	22.7%
Total	22	100.0%

Source: 3/20/07 Public Meeting

When asked about their preferred choice of supermarkets, almost 40% of respondents indicated the Food Lion located at Parkwood Avenue and The Plaza (Table 4). Another 19.4% chose the Wal-Mart Supercenter in the University area. The Harris Teeter located at Fifth and Mint streets in downtown Charlotte was the third choice for respondents. The closest supermarket, Compare Foods, which is only one of two supermarkets located within the Study Area boundaries, was not mentioned.

**Table 4: Preferred Grocery Store Responses,
N. Tryon Public Meeting, March 2007**

Food Lion	Harris Teeter	Wayne's	WalMart	Other**
14	4	3	7	8
38.9%	11.1%	8.3%	19.4%	22.2%

** Includes BiLo, Lowes (2), Food Lion at Sugar Creek/Graham (3), Harris Teeter East Blvd. (1), HT Mallard Creek (1)

Source: 3/20/07 Public Meeting

Meeting attendees were asked to rate the quality of various public facilities/services in the Study Area (Table 5). Overall, most of the respondents thought that these types of facilities/services were adequate. More specifically, schools, fire, and library services were all generally considered good, whereas police service and the availability of parks and open space were rated as poor. In fact, none of the 12 respondents thought parks and open space facilities were good, while ten thought they were poor.

**Table 5: Public Facilities/Services Ratings,
N. Tryon Public Meeting, March 2007**

Service	Poor	Fair	Good	Total
Schools	2	1	9	12
Police	6	4	3	13
Fire	0	2	8	10
Parks/Open Space	10	2	0	12
Libraries	3	1	7	11
Total	21	10	27	58
% of Total	36.2%	17.2%	46.6%	

Source: 3/20/07 Public Meeting

In general, respondents did not like the transportation infrastructure serving the Study Area (Table 6). In fact, none indicated automobile, bicycle, or pedestrian access was good. Except for traffic congestion, the majority of respondents thought all aspects of transportation infrastructure and operations were poor, particularly bicycle lanes, which received all poor ratings.

Table 6: Transportation Infrastructure Ratings, N. Tryon Public Meeting, March 2007

Road Situation	Poor	Fair	Good	Total
Pavement Condition	5	4	0	9
Traffic Congestion	3	3	0	6
Attractiveness	5	2	0	7
Sidewalks	5	3	0	8
Bicycle Lanes	7	0	0	7
Total	25	12	0	37
% of Total	67.6%	32.4%	0.0%	100.0%

Source: 3/20/07 Public Meeting

3.3 SWOT Analysis

The following characteristics were considered by the public meeting attendees to be the strengths of the Study Area:

- Proximity to Downtown
- Downtown Views
- Proximity to I-277 and I-85
- Older Homes and Large Lots
- Stable Home Ownership
- Lockwood Neighborhood – Attractive Curb and Guttering
- Grid Street System
- Highland Renaissance Academy
- Mature Trees
- Proximity to UNC-Charlotte
- Rosedale Historic House & Adjacent Vacant Land

Based on these identified strengths, the following is a list of opportunities for the Study Area:

- Improve Links to Downtown
- Renovate Vacant Industrial Buildings for Businesses or New Uses
- Add Housing Near NE Light Rail Line
- Business Development Near Interchanges
- Improvements to Sidewalks/Streetscapes
- Develop Senior Housing and Services
- Add Restaurants and Retail Shops
- Make Rosedale a Community Asset
- Develop Land Around Rosedale

In contrast, the public listed the following as weaknesses of the Study Area that need to be addressed:

- Traffic
- Homeless Shelter/Urban Ministries
- Lack of Shopping/Groceries
- Lack of Parks/Connection to Greenway
- Lack of Business Development
- Lack of Restaurants
- Inadequate Bus Shelters/Trash Cans
- Unattractive Streetscapes
- Used Car Lots
- Narrow Travel Lanes on N. Tryon Street
- Dangerous Left Turns
- Lack of Street Lights
- Boarded Up Buildings
- Limited Sidewalks
- Poorly Maintained Retail Centers
- Limited Neighborhood Gateways
- 16th St. Bridge is low and unattractive
- Too Much Rental Property
- No Banks/Gas Stations
- Weak Connections to future NE Light Rail Line

Based on these identified weaknesses, the following is a list of threats in the Study Area:

- Crime (or Perception)
- Lack of Code Enforcement
- Police – Negative Relationship
- Limited Senior Housing and Services (Reduces Neighborhood Fabric)
- Railroad isolates neighborhoods and breeds crime
- Lack of Social/Entertainment Venues
- Trains Back Up Traffic
- Trucks: Danger and Noise
- Gangs
- Prostitution/Drugs
- Homeless/Vagrants

According to the feedback, crime and the perception of crime continue to deter people from moving to or investing in the area. The area surrounding the Uptown Men’s Shelter and the Urban Ministries facilities was noted by the police as a “hot spot” for criminal activity, particularly drugs and petty theft.

The lack of retail services (specifically restaurants and grocery stores) continues to be an issue, particularly between Brookshire Freeway and Sugar Creek Road. Other issues mentioned at the meeting included cut-through vehicular traffic in Study Area neighborhoods, particularly Lockwood and Graham Heights, and the lack of building code enforcement for both commercial and residential structures.

3.4 Public Sector Investments

This section describes recent and proposed public sector investments in and surrounding the Study Area (Map 2).

3.4.1 Streetscape and Roadway Improvements

During the latter half of the 1990s, streetscape improvements were completed along N. 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 N. Davidson Street between 34th and 36th streets. Neck downs were also installed in this section of the street in order to slow vehicular and truck traffic providing for a more pedestrian-friendly environment.

Other areas that have experienced public infrastructure investment include the portion of 36th Street between The Plaza and N. Tryon streets restriped to three travel lanes with dedicated bike lanes. New sidewalks were constructed along N. Tryon Street north of Sugar Creek Road. As part of this project, a retaining wall was constructed between N. Tryon Street and the parking lot of the Compare Foods supermarket at Sugar Creek Road.

Other roadway improvements include the Matheson Avenue connection to N. Davidson Street. This project was completed 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 the Atando Avenue extension from Graham Street to I-77.

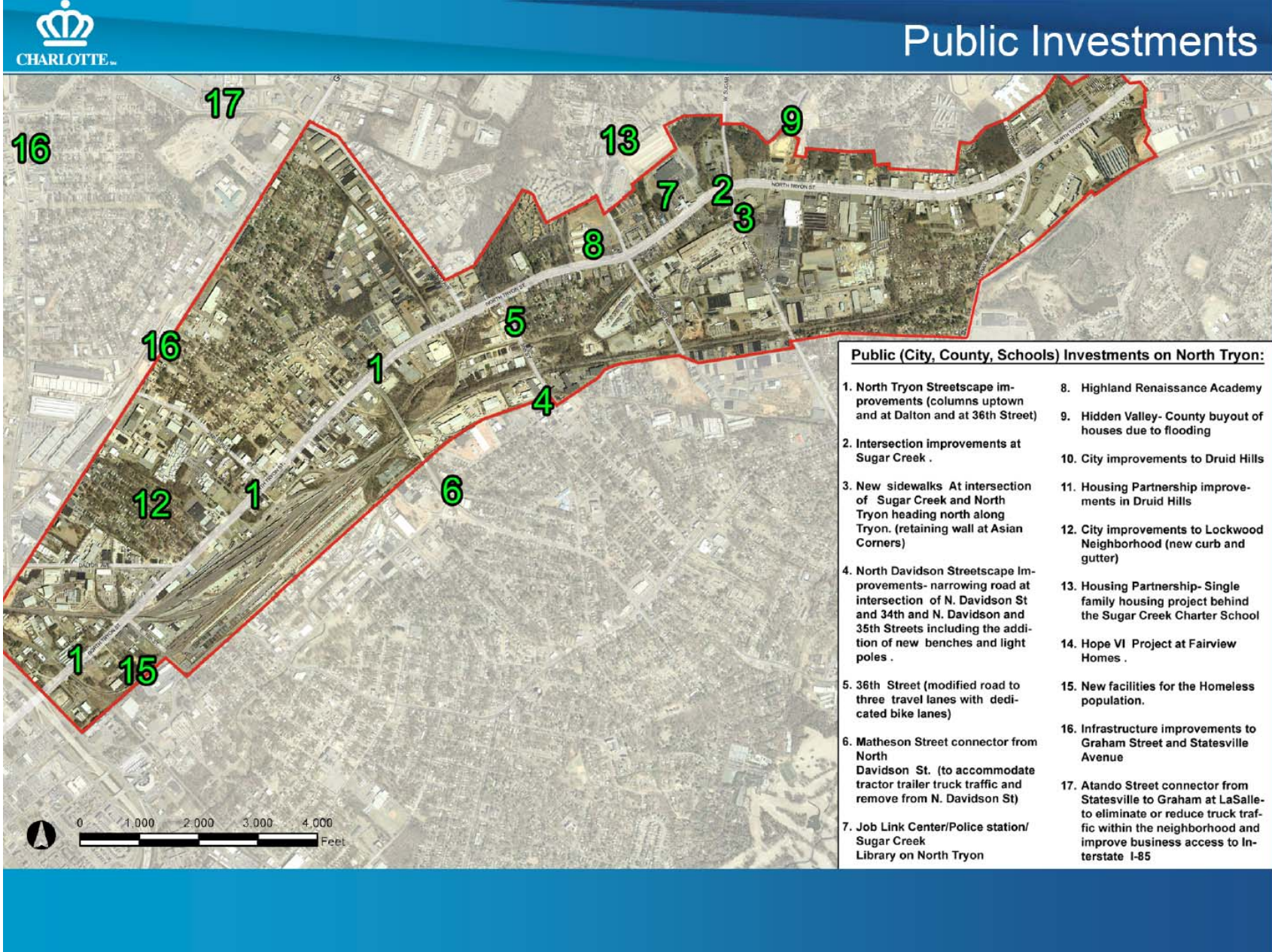
3.4.2 Public/Non-Profit Facilities

In addition to these infrastructure improvements, three public facilities have been established by local government over the last decade.

1. Highland Renaissance Academy, an elementary school on Craighead Avenue north of Tryon Street.
2. A multi-purpose institutional facility that includes a Job Link center, a Charlotte Mecklenburg Police substation, and a branch of the Charlotte-Mecklenburg Public Library on the N. side of Tryon Street immediately west of Sugar Creek Road.
3. Mecklenburg County Sheriff's Office and Alcoholic Beverage Control (ABC) offices on the north side of Tryon Street at 36th Street.

An example of federal government investment is the United States Postal Service facility in the southwest quadrant of N. Tryon and 30th streets. This building was constructed approximately eight years ago.

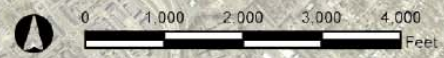
Map 2:



Public Investments

Public (City, County, Schools) Investments on North Tryon:

- | | |
|---|--|
| <ol style="list-style-type: none"> 1. North Tryon Streetscape improvements (columns uptown and at Dalton and at 36th Street) 2. Intersection improvements at Sugar Creek . 3. New sidewalks At intersection of Sugar Creek and North Tryon heading north along Tryon. (retaining wall at Asian Corners) 4. North Davidson Streetscape Improvements- narrowing road at intersection of N. Davidson St and 34th and N. Davidson and 35th Streets including the addition of new benches and light poles . 5. 36th Street (modified road to three travel lanes with dedicated bike lanes) 6. Matheson Street connector from North Davidson St. (to accommodate tractor trailer truck traffic and remove from N. Davidson St) 7. Job Link Center/Police station/ Library on North Tryon | <ol style="list-style-type: none"> 8. Highland Renaissance Academy 9. Hidden Valley- County buyout of houses due to flooding 10. City improvements to Druid Hills 11. Housing Partnership improvements in Druid Hills 12. City improvements to Lockwood Neighborhood (new curb and gutter) 13. Housing Partnership- Single family housing project behind the Sugar Creek Charter School 14. Hope VI Project at Fairview Homes . 15. New facilities for the Homeless population. 16. Infrastructure improvements to Graham Street and Statesville Avenue 17. Atando Street connector from Statesville to Graham at LaSalle- to eliminate or reduce truck traffic within the neighborhood and improve business access to Interstate I-85 |
|---|--|



Three non-profit organizations have invested in the N. Tryon Street corridor over the last decade:

1. Urban Ministries operates a day shelter and job/substance abuse counseling services in a facility at N. Tryon and N. College streets. One of the two buildings is an historic train station.
2. Uptown Men's Shelter is an overnight facility for homeless men on the south side of N. Tryon Street between N. College Street and 16th Street. A total of 200 beds are provided. The shelter was relocated from W. Fourth Street Uptown approximately 18 years ago, when George Shinn purchased and renovated the current building.
3. Rosedale is a 7.5-acre property on the N. side of N. Tryon Street between 36th Street and Sugar Creek Road. It includes the oldest wood-frame structure in the City of Charlotte, a plantation home dating to 1809. The house has been restored to its original state, and the grounds are currently being redesigned to accommodate events and spotlight heritage trees and plantings up to 300 years old.

3.4.3 Neighborhoods

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

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

3.5 Private Sector Investments

The following section describes recent and proposed private sector investments in and surrounding the Study Area.

3.5.1 Commercial

There have been 36 City of Charlotte business grants totaling \$275,000 in the N. Tryon/N. Davidson corridors over the last eight years. These grants have resulted in private investment of approximately \$5 million.

In addition to these grants, the following private commercial investments have taken place or are on the horizon in the Study Area:

- An Auto Bell car wash was built on N. Tryon Street between Brookshire Freeway and 16th Street two years ago.
- Extravaganza Depot is an events facility on the south side of N. Tryon Street at Dalton Avenue that opened about five years ago. This building can host events for up to 580 guests. In addition, the facility has a 14,000-square foot storage room that houses props and décor items for off-site events.

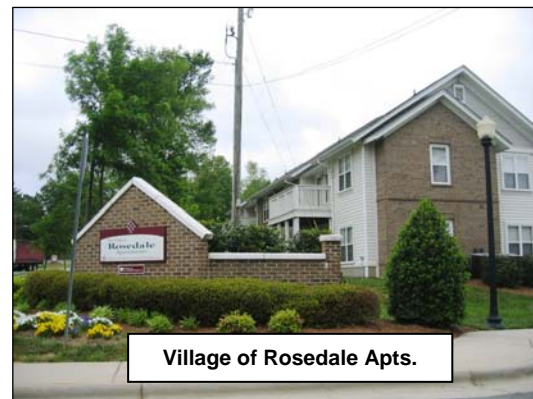
- City North Business Center – Holden Properties of Charlotte purchased the 200,000-square foot former Scandura plant at N. Tryon Street and Keswick Avenue, and is currently redeveloping the property for a mix of office, retail and light industrial uses (Map 3). As a result of the tight Uptown office market conditions, demand has been strong among small professional service businesses seeking up to 1,000 square feet. Rents are in the mid-teens per square foot for fully upfitted spaces.
- A renovated, two-story, 12,000-square foot building at the corner of N. Tryon and 28th streets. This building is being marketed for professional office space but is still 100% vacant. Attorney Ted Greve, who has an existing office on N. Tryon just south of 16th Street, has expressed interest in expanding at this location.



City North Business Center

3.5.2 Residential

- The Charlotte-Mecklenburg Housing Partnership recently constructed the 104-unit Village of Rosedale apartments on Craighead Road. These tax-credit units were completed in 2004 and are currently only 5% vacant.
- 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.



Village of Rosedale Apts.

- 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, offers seven floor plans, including four one-bedrooms and three two-bedrooms. There are a total of 167 units with no three-bedroom units. All but two units have been completed, both of which are awaiting their Certificates of Occupancy (CO). As of late April 2007, Alpha Mill was 72.5% pre-leased, and 43.7% occupied. Rents per square foot range from \$1.02 to \$1.62 for one-bedrooms, and \$1.23 to \$1.72 for two-bedrooms.

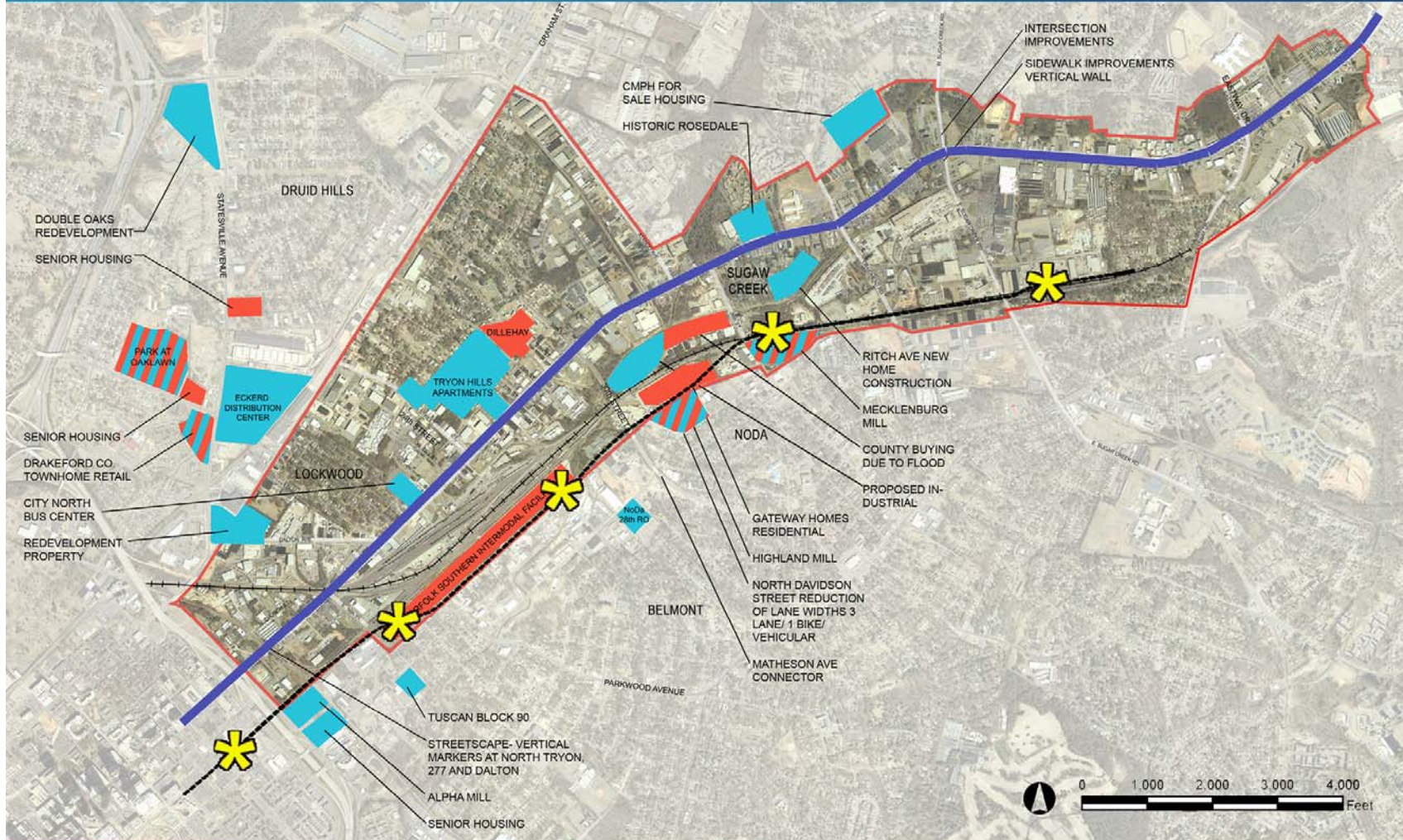


Alpha Mill Rendering

Map 3:



Public/ Private Investments



- Public Investments
- Public/ Private Investments
- Private Investments

- 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 approximately eight new houses are being constructed on Ritch and Benard avenues, an existing neighborhood off 36th Street between N. Tryon and N. Davidson streets. Prices for the new houses approach \$150 per square foot.

In addition to these projects that have been completed since 2000 or are under construction, the following developments/redevelopments are proposed:

- Tuscan Development is preparing to start construction of Bloc 90 in Optimist Park south of Brevard Street. The project will total 90 units, including five studios at 650 square feet for under \$100,000, 25 one-bedrooms and 60 two-bedrooms ranging from the \$150s to \$220s.
- The City of Charlotte recently issued a Request for Proposals (RFP) to developers for the acquisition, rehabilitation, and redevelopment of the Mecklenburg and Johnston mills in the Northeast quadrant of 36th and N. Davidson streets in NoDa. This site is adjacent to the proposed 36th Street Northeast light rail station. Proposals from developers are due in August. The City is seeking a combination of rental and owner-occupied units. A minimum of 75 affordable rental units are required, targeting households earning less than 60% of the Charlotte area median area income.

3.6 Demographics

The N. Tryon Study Area’s population increased 2.5% between 2000 and 2007, reaching a total of 4,710 people (Table 7). This stable population base provides a solid platform for new housing investment. The surrounding Trade Area experienced slightly higher population growth at 5.5%, increasing from 39,295 in 2000 to 41,451 in 2007. In comparison, Mecklenburg County’s population grew 23%.

Table 7: Population Trends, 2000-2007

Area	Population		Change	
	2000	2007	#	%
Planning Area	4,595	4,710	115	2.5%
Trade Area	39,295	41,451	2,156	5.5%
Mecklenburg Co.	695,454	855,127	159,673	23.0%

Source: ESRI

In 2007, the Planning and Trade areas had comparable shares of residents in their prime earning years of 25 to 54 at 44.5% and 44.7%, respectively (Table 8). These shares were slightly below the 47.3% share for Mecklenburg County.

Table 8: Demographic Profiles, 2000-2007

Area	Population Growth 2000-2007	Pop. % 25-54 (2007)	Median HH Income (2007)	Owner-Occupied Housing (2007)
Planning Area	2.5%	44.5%	\$32,437	34.6%
Trade Area	5.5%	44.7%	\$39,051	40.9%
Mecklenburg Co.	23.0%	47.3%	\$65,741	58.5%

Source: ESRI

The primary differences between the Planning/Trade areas and Mecklenburg County are in terms of income and housing tenure. The median household income of \$65,741 for Mecklenburg County was more than double \$32,437 for the Study Area in 2007. The 34.6% share of Study Area housing that was owner-occupied in 2007 was lower than 40.9% for the Trade Area and 58.5% for Mecklenburg County. Much of the Study Area rental housing is concentrated in the 257-unit Tryon Hills Apartments, which will likely be redeveloped over the next decade.

The Study Area is becoming increasingly older, with established long-term residents approaching and entering retirement. The percentage of Study Area residents 55 years of age or older grew 18.2% between 2000 and 2007 (Table 9). At the same time, young households with children are declining, presumably resulting from moves to suburban neighborhoods with larger houses and superior school performance. The number of residents 54 years of age or younger declined by 0.3%.

Table 9: Population By Age Cohort, Study Area, 2000-2007

Age Cohort	Population		Change	
	2000	2007	#	%
0-9	733	687	-46	-6.3%
10-19	716	744	28	3.9%
20-34	1,226	1,172	-54	-4.4%
35-44	693	684	-9	-1.3%
45-54	538	608	70	13.0%
55-64	312	378	66	21.2%
65-74	230	254	24	10.4%
75-84	115	141	26	22.6%
85+	32	42	10	31.3%
Total	4,595	4,710	115	2.5%

Source: ESRI

These demographic findings are consistent with input from the public meeting that additional senior housing and services are needed in the Study Area. Given the aging of the “Baby Boom” generation, this demand should increase over the next decade.

3.7 Land Use and Zoning

3.7.1 Acres By Land Use Category

The Study Area contains a total of 1,709 acres, 13.2% of which is vacant (Table 10 and Map 4). Another 8.7% of the land is currently occupied by Norfolk-Southern's rail yards and intermodal facility. Exactly 37% of the land is developed as either warehouse or warehouse-lg (heavy industrial). Residential uses comprise 324 acres, or 18.9% of the total. Most of the residential uses are single-family, focused in Lockwood and Tryon Hills.

Table 10: Existing Land Use, N. Tryon Study Area, March 2007

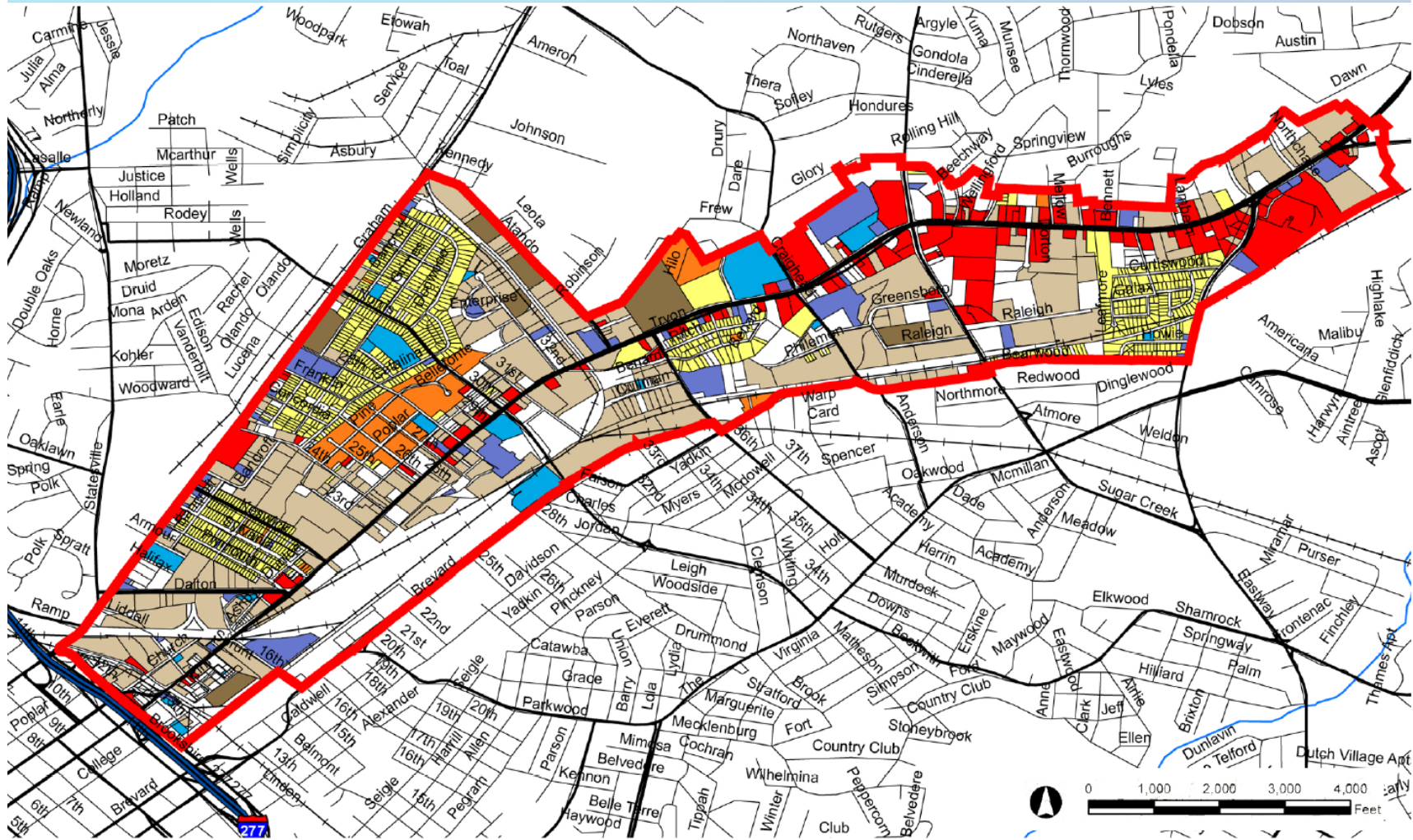
Land Use	Acres	% Of Total
Warehouse	571	33.4%
Single-Family	255	14.9%
Vacant	226	13.2%
Retail	160	9.4%
Railroad R-O-W	148	8.7%
Office	123	7.2%
Multi-Family	69	4.0%
Institutional	65	3.8%
Warehouse-Lg	61	3.6%
Undefined	32	1.9%
Total	1,709	100.0%

Note: Vacant is defined as having no net building value and no heated square feet.

Sources: CMPC, Warren & Associates

Map 4:

 **Existing Land Use**



Segment One

There are a total of 1,268 acres within Segment One of the Study Area (Table 11). Warehouse uses comprise 456 acres, or 36%, of this total. Another 12.2% is considered vacant, while almost 12% is owned by the railroad.

Table 11: Existing Land Use, Segment One, Study Area, March 2007

Land Use	Acres	% Of Total
Warehouse	456	36.0%
Single-Family	188	14.8%
Vacant	154	12.2%
Railroad R-O-W	148	11.7%
Office	78	6.1%
Multi-Family	68	5.3%
Institutional	65	5.1%
Warehouse-Lg	59	4.6%
Retail	53	4.2%
Total	1,268	100.0%

Note: Vacant is defined as having no net building value and no heated square feet.

Sources: CMPC, Warren & Associates

Segment Two

Segment Two of the Study Area encompasses 441 acres (Table 12). Over half of the total is used as either warehouse or retail. Retail uses in Segment One occupied the least amount of acreage for all categories. Residential uses occupy 15.6% of the total, less than the Segment One total. Most of the residential is concentrated on the west side of Eastway Drive south of N. Tryon Street.

Table 12: Existing Land Use, Segment Two, Study Area, March 2007

Land Use	Acres	% Of Total
Warehouse	115	26.1%
Retail	107	24.3%
Vacant	71	16.1%
Single-Family	67	15.3%
Office	45	10.2%
Undefined	32	7.2%
Warehouse-Lg	2	0.4%
Multi-Family	1	0.3%
Institutional	1	0.1%
Total	441	100.0%

Note: Vacant is defined as having no net building value and no heated square feet.

Sources: CMPC, Warren & Associates

3.7.2 Land Use Character

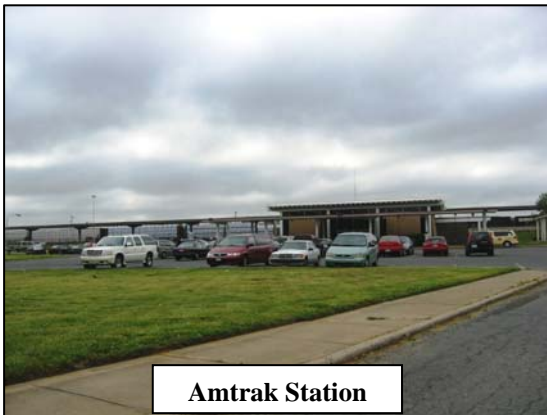
The general land use character of the North Tryon Street corridor between downtown Charlotte and the University Area is a mix of older industrial and retail buildings fronting the street bordered by established residential neighborhoods predominantly located in the western portion of the corridor.



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
- Uptown Men’s Shelter



Amtrak Station



WSOC



Intermodal Yard



Uptown Men’s Shelter

3.7.3 Adopted Future Land Use

Adopted future land use for the N. Tryon Study Area is designated by the Central District and Northeast District plans that were adopted in 1993 and 1996, respectively. The majority of land is identified as future industrial, particularly along the Norfolk-Southern Railroad lines (Map 5). There are a few pockets of future single-family residential uses scattered throughout the Study Area, including the existing neighborhoods of Lockwood, Tryon Hills, Graham Heights, Ritch Avenue, and the area along the south side of Eastway Drive between N. Tryon Street and the railroad.

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

Other major land uses proposed for the Study Area include multi-family residential, which is designated for a portion of the existing Tryon Hills neighborhood and the northwestern and southwestern portions of the N. Tryon Street/Sugar Creek Road intersection. Retail uses are proposed for land that fronts N. Tryon Street, mostly from 36th Street north to Old Concord Road.

3.7.4 Central District Plan

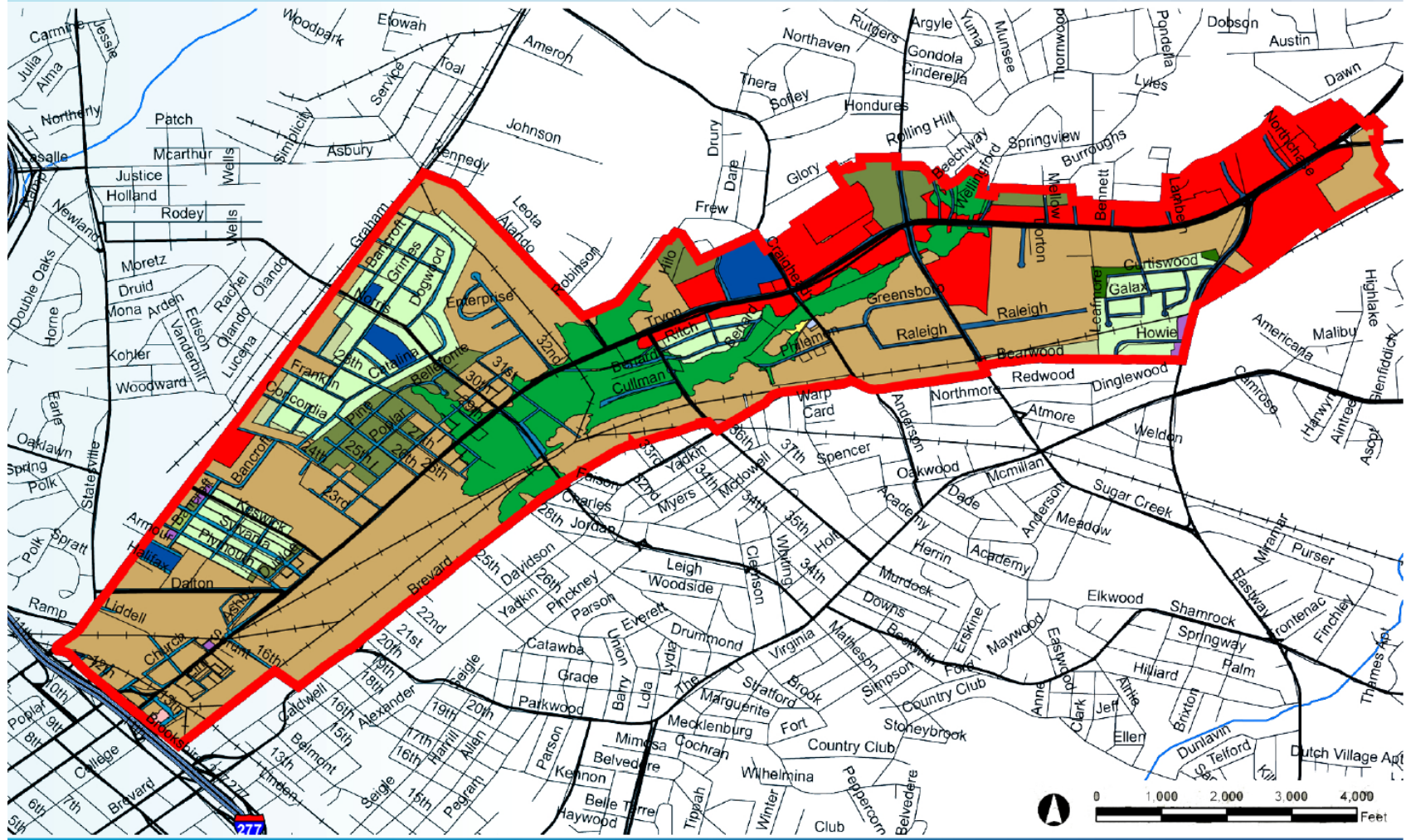
The Central District is the area generally bounded by Route 4 to the east, south, and west, and I-85 to the north, excluding downtown Charlotte. The Plan for this district, adopted in 1993, provides an assessment of strengths and weaknesses of the district, and identifies challenges and opportunities regarding land development and redevelopment. Subarea 5 of the Central District includes the portion of the N. Tryon Study Area from I-77 to Sugar Creek Road. Recommendations from this subarea that are relevant to the N. Tryon Redevelopment Study include:











- The preservation of the residential character in Lockwood, Tryon Hills, and Ritch Avenue.
- The intersection of Graham and 28th streets should develop into more of a neighborhood mixed use center providing retail services to the surrounding neighborhoods.
- The northwest quadrant of North Tryon Street and Craighead Road should develop as multi-family residential, while the southern quadrants should develop as commercial.
- Reinforce the North Tryon Street Corridor as an employment corridor, but focus on restricting expansion of industrial uses into the surrounding neighborhoods.

This plan does not take into consideration rezoning that have taken place since adoption, thus its specific recommendations may not be consistent with the currently adopted future land use map on the next page.

Map 5:

Adopted Future Land Use, North Tryon Study Area



 Residential <= 4DUA	 Residential <= 6DUA	 Residential <= 22DUA	 Office	 Industrial/ Warehouse/ Distribution	 TSD-Residential	 TSD-Employment
 Residential <= 5DUA	 Residential <= 17DUA	 Institutional	 Retail	 Park/ Open Space	 TSD-Mixed Use	

3.7.5 Northeast District Plan

Adopted in 1995, the Northeast District Plan outlines recommendations for land use and transportation in the area bounded by I-77 to the west, Eastfield Road to the north, the Cabarrus County line to the east, and The Plaza and I-85 to the south. Recommendations specific to the North Tryon Street Corridor between Sugar Creek Road and the “Weave” area just south of Rocky River Road include:

- Primarily retail uses along North Tryon Street with multi-family and industrial uses immediately behind them
- Some office and industrial uses fronting the south side of N. Tryon Street between Sugar Creek Road and Eastway Drive
- A community retail, mixed-use center at N. Tryon Street and Eastway Drive.
- A redesigned Tryon Mall site into a mixed-use center incorporating office, retail, and residential uses built at an urban scale with no setbacks, higher densities, and a grid system of streets

As was the case for the Central District Plan, this plan does not take into consideration rezonings that have taken place since adoption.

3.7.6 Acres By Zoning Category

There are a total of 1,797 zoned acres in the Study Area (Table 13). This land area is larger than the land use inventory because the zoning calculation includes all roads, railroads, and utility right-of-ways. Land zoned for industrial uses (I-1 or I-2) dominates the Study Area with over 1,000 acres, or 59.5% of the total (Map 6) Single-family residential and business are a distant second and third, with 280 and 278 acres, respectively.

Table 13: Acres By Zoning Category, N. Tryon Study Area, March 2007

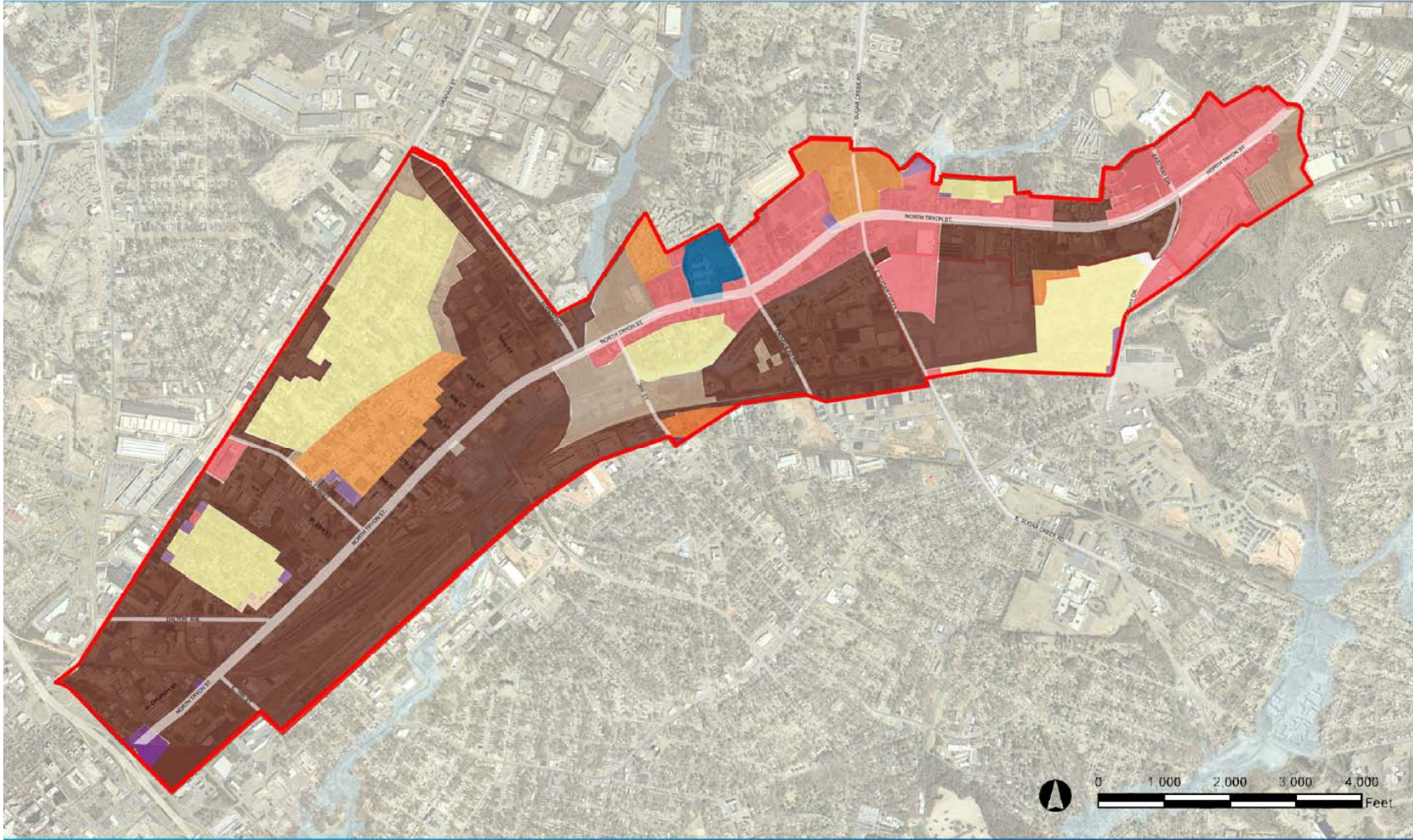
Zoning Category	Acres	% Of Total
Industrial	1,069	59.5%
Single-Family	280	15.6%
Business	278	15.5%
Multi-Family	122	6.8%
Institutional	19	1.1%
Office	13	0.7%
Urban Residential	9	0.5%
Mixed Use	8	0.4%
Total	1,797	100.0%

Note: Vacant is defined as having no net building value and no heated square feet.

Sources: CMPC, Warren & Associates

Map 6:

CHARLOTTE, NC Existing Zoning



Single Family	Multi Family	Mixed Use Residential	Institutional	Business Park	Commercial Center	Business-Distribution	Industrial-Heavy	Transit Supportive Development
Mobile Home Park	Urban Residential	Research	Office	Business	Mixed Use District	Industrial-Light	Mixed-Use Development	

3.8 Urban Design

3.8.1 Neighborhoods

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



Lockwood

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

Tryon Hills and Graham Heights 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 257-unit rental component of the NSA sits on 28 acres occupying ten different tax parcels. Approximately 80% of the 257 units are currently vacant.

3.8.2 N. 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 predominately found immediately adjacent to the back of the curb. There are several exceptions, including the sidewalk at Asian Corners and Hope Haven. Despite various improvements, there is still no consistent streetscape throughout the corridor, including lack of street trees.



**Sidewalk and Tree Plantings
At Hope Haven**



Landscaped Median Near 36th Street

3.9 Transportation

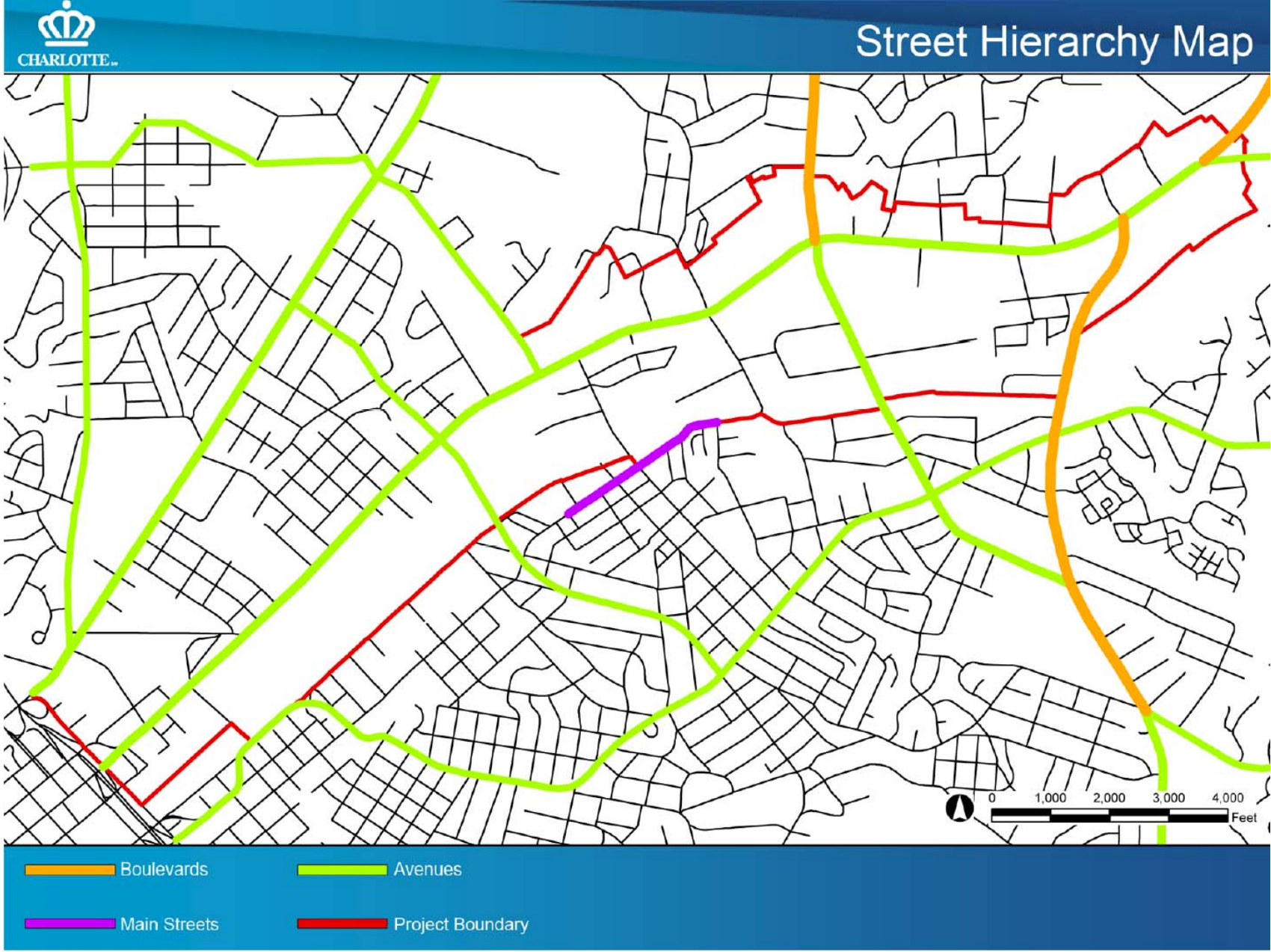
3.9.1 Roadway Elements

The N. Tryon Study Area is centered on its namesake, N. Tryon Street. With its connection to Uptown Charlotte and University of North Carolina at Charlotte (UNC-Charlotte), N. Tryon is significant in the regional transportation network and serves as an arterial used primarily by downtown commuters. The N. Tryon corridor is characterized as a predominantly 4-6 lane thoroughfare (Map 7). The roadway has several sections with a central turn lane and 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.

Functional classification is the process by which streets of different characteristics and usage are grouped into broad categories depending on the service they are intended to provide. These categories are defined by the roadway character and traffic operation of streets. Planning criteria were used to evaluate and identify existing roadways. Classifying the street system in the N. Tryon Redevelopment Study Area required close examination of roles that each street plays in the overall transportation system. Classification groups typically include:

- **Arterials** — These facilities provide high mobility, operate at higher speeds (45 mph and above), provide significant roadway capacity, have a great degree of access control, and serve longer distances. Arterials include facilities with full access control such as freeways and expressways, as well as boulevards and major thoroughfares. Examples of arterials include N. Tryon Street, Graham Street, Eastway, and Sugar Creek Road.
- **Collectors** — These facilities bridge the gap between arterials and locals by intercepting traffic from the locals and expediting their movement. They provide critical connections in the roadway network. Collectors operate at lower posted speeds (35 mph or less) and serve shorter distances than arterials. Examples of collectors include Craighead Road and 24th Street.
- **Locals** — These facilities provide greater access and the least amount of mobility. They are typically connected to one another or to collector streets and provide a high level of access to adjacent land uses/development (i.e., frequent driveways). Locals serve short distance travel and have low posted speed limits (25 mph to 35 mph). Most subdivision streets are considered local streets.

Map 7:



3.9.2 Transportation Assessment

Average annual daily traffic volumes were available for the following corridors (Table 14):

Table 14: 2004 Average Daily Traffic Volumes (Vehicles per day)

N. Tryon Street north of 30 th Street	24,900
N. Tryon Street south of 30 th Street	26,100
N. Tryon Street north of Eastway Drive	35,600
N. Tryon Street south of Eastway Drive	49,900
Graham Street north of 30 th Street	17,800
Graham Street south of 30 th Street	16,400
Dalton Avenue west of N. Tryon Street	6,600
30 th Street east of N. Tryon Street	7,900
36 th Street east of N. Tryon Street	5,700
Eastway Drive east of N. Tryon Street	31,500

As a part of the N. Tryon Street study process, the City of Charlotte Department of Transportation (CDOT) conducted peak-hour intersection analysis at all of the signalized intersections along the corridor (Map 8). This analysis increases our understanding of existing traffic operations. The analysis is largely influenced by capacity (number of travel lanes), presence of dedicated turn lanes, demand (peak hour turning movement volumes), and signal timings.

Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection during a set time period. Capacity is described by Level-of-Service (LOS) for the operating characteristics of a road segment or intersection. LOS is defined as a qualitative measure that describes operational conditions and motorist perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F being the worst. LOS D is the typically accepted standard for signalized intersections in urban and suburban areas. For signalized intersections, LOS is defined for the overall intersection operation.

Capacity analyses were performed for the 2005 existing traffic conditions using the LOS reports generated by Synchro Version 6 software for the following intersections:

- 16th Street and N. Tryon Street
- Dalton Avenue and N. Tryon Street
- 24th Street and N. Tryon Street
- 28th Street and N. Tryon Street
- 30th Street/Matheson Avenue and N. Tryon Street

Map 8:



- 32nd Street and N. Tryon Street
- Atando Street and N. Tryon Street
- 36th Street and N. Tryon Street
- Craighead Road and N. Tryon Street
- Sugar Creek Road and N. Tryon Street
- Eastway Drive and N. Tryon Street
- Old Concord Road and N. Tryon Street.

Table 15 summarizes the volume to capacity (v/c) ratios and delay/LOS for each signalized intersection that was obtained from the N. Tryon Street Existing Traffic Conditions Memorandum (Charlotte Department of Transportation, February 2007):

Table 15: Signalized Capacity Analysis Results 2005 Existing Conditions				
Intersection	Peak Hour	V/C	Delay (sec/veh)	LOS
Tryon St. and 16 th Street	AM	0.54	3.1	A
	PM	0.66	8.0	A
Tryon St. and Dalton Rd.	AM	0.65	12.5	B
	PM	0.58	11.4	B
Tryon St. and 24th St.	AM	0.51	3.2	A
	PM	0.63	5.6	A
Tryon St. and 28th St.	AM	0.56	3.9	A
	PM	0.70	9.3	A
Tryon St. and 30th St./Matheson Rd.	AM	0.60	20.7	C
	PM	0.82	26.8	C
Tryon St. and 32nd St.	AM	0.48	1.8	A
	PM	0.59	3.9	A
Tryon St. and Atando Rd.	AM	0.58	8.1	A
	PM	0.66	10.5	B
Tryon St. and 36th St.	AM	0.51	13.6	B
	PM	0.51	19.6	B
Tryon St. and Craighead Rd.	AM	0.68	25.7	C
	PM	0.57	31.2	C
Tryon St. and Sugar Creek Rd.	AM	0.79	43.6	D
	PM	0.72	43.9	D
Tryon St. and Eastway Dr.	AM	0.65	20.9	C
	PM	1.01	52.4	D
Tryon St. and Old Concord Rd.	AM	0.60	23.6	C
	PM	0.74	21.8	C

Capacity analyses for the N. Tryon Street corridor were performed to determine the overall corridor performance and travel time information using VISSIM model output. Results obtained from CDOT for N. Tryon Street between the Brookshire Freeway (I-277) and Arrowhead Drive in the AM and PM peak hours are displayed in Table 16 and Table 17, respectively.

Table 16: N. Tryon Street Capacity Analysis Results 2005 Existing AM Peak Hour Traffic				
<i>NB Tryon St.</i>		24180 ft.		4.58 mi.
Time Period (sec.)	Average Total Travel Time (sec.)	<i>Std. Dev. Total Travel Time (sec.)</i>	Average Speed (mph)	<i>Std. Dev. Speed (mph)</i>
3:30 - 3:45 PM	517	18	31.9	1.2
3:45 - 4:00 PM	570	15	28.9	0.8
4:00 - 4:15 PM	542	26	30.5	1.4
4:15 - 4:30 PM	568	9	29.1	0.5
4:30 - 4:45 PM	574	21	28.8	1.0
4:45 - 5:00 PM	580	10	28.4	0.5
5:00 - 5:15 PM	566	17	29.1	0.8
5:15 - 5:30 PM	557	12	29.6	0.6
5:30 - 5:45 PM	542	17	30.5	0.9
5:45 - 6:00 PM	557	21	29.6	1.1
6:00 - 6:15 PM	539	12	30.6	0.7
6:15 - 6:30 PM	518	15	31.9	0.9
Max.	590	9	32.4	0.9
Min.	509	15	27.9	0.4
<i>SB Tryon St.</i>		24155 ft.		4.57 mi.
Time Period (sec.)	Average Total Travel Time (sec.)	<i>Std. Dev. Total Travel Time (sec.)</i>	Average Speed (mph)	<i>Std. Dev. Speed (mph)</i>
3:30 - 3:45 PM	479	9	34.4	0.6
3:45 - 4:00 PM	493	13	33.4	0.9
4:00 - 4:15 PM	529	18	31.2	1.1
4:15 - 4:30 PM	539	6	30.5	0.4
4:30 - 4:45 PM	554	31	29.8	1.7
4:45 - 5:00 PM	569	20	29.0	1.0
5:00 - 5:15 PM	552	22	29.9	1.2
5:15 - 5:30 PM	521	16	31.6	1.0
5:30 - 5:45 PM	542	9	30.4	0.5
5:45 - 6:00 PM	506	13	32.5	0.8
6:00 - 6:15 PM	492	17	33.5	1.2
6:15 - 6:30 PM	493	9	33.4	0.6
Max.	577	19	34.7	0.7
Min.	475	9	28.6	1.0

Table 17: N. Tryon Street Capacity Analysis Results 2005 Existing PM Peak Hour Traffic				
<i>NB Tryon St.</i>		24180 ft.		4.58 mi.
Time Period (sec.)	Average Total Travel Time (sec.)	<i>Std. Dev. Total Travel Time (sec.)</i>	Average Speed (mph)	<i>Std. Dev. Speed (mph)</i>
3:30 - 3:45 PM	548	10	30.1	0.6
3:45 - 4:00 PM	565	11	29.2	0.6
4:00 - 4:15 PM	575	14	28.7	0.7
4:15 - 4:30 PM	577	7	28.6	0.4
4:30 - 4:45 PM	578	8	28.6	0.4
4:45 - 5:00 PM	589	7	28.0	0.3
5:00 - 5:15 PM	603	21	27.4	1.0
5:15 - 5:30 PM	614	11	26.8	0.5
5:30 - 5:45 PM	637	28	25.9	1.2
5:45 - 6:00 PM	632	34	26.2	1.3
6:00 - 6:15 PM	583	24	28.3	1.1
6:15 - 6:30 PM	555	10	29.7	0.5
Max.	648	29	30.3	0.4
Min.	544	7	25.5	1.1
<i>SB Tryon St.</i>		24155 ft.		4.57 mi.
Time Period (sec.)	Average Total Travel Time (sec.)	<i>Std. Dev. Total Travel Time (sec.)</i>	Average Speed (mph)	<i>Std. Dev. Speed (mph)</i>
3:30 - 3:45 PM	521	13	31.6	0.8
3:45 - 4:00 PM	534	5	30.9	0.3
4:00 - 4:15 PM	539	11	30.5	0.6
4:15 - 4:30 PM	535	7	30.8	0.4
4:30 - 4:45 PM	544	8	30.3	0.4
4:45 - 5:00 PM	543	7	30.3	0.4
5:00 - 5:15 PM	555	10	29.7	0.6
5:15 - 5:30 PM	557	5	29.6	0.3
5:30 - 5:45 PM	562	11	29.3	0.6
5:45 - 6:00 PM	543	7	30.3	0.4
6:00 - 6:15 PM	548	17	30.1	1.0
6:15 - 6:30 PM	529	7	31.1	0.4
Max.	568	6	31.8	0.6
Min.	519	10	29.0	0.3

The VISSIM model was also used to determine key performance measures on the N. Tryon Street corridor which include total path distance (in vehicle miles traveled), average delay time per vehicle (in seconds), total network travel time (in hours) and average network speed (in mph). AM and PM peak hour results are displayed in Table 18 and Table 19, respectively.

Table 18	
N. Tryon Street Capacity Analysis Results	
2005 Existing AM Peak Hour Traffic	
Key Performance Measures	Average
Total Path Distance (veh-mi)	51641
Average Delay Time per Vehicle (sec)	112.0
Total Network Travel Time (hrs)	2334
Average Network Speed (mph)	22.1

Note: Simulation time was from 6:30 AM - 9:30 AM.

Table 19:	
N. Tryon Street Capacity Analysis Results	
2005 Existing PM Peak Hour Traffic	
Key Performance Measures	Average
Total Path Distance (veh-mi)	59637
Average Delay Time per Vehicle (sec)	82.6
Total Network Travel Time (hrs)	2339
Average Network Speed (mph)	25.5

Note: Simulation time was from 3:30 PM - 6:30 PM.

The traffic analysis results suggest that the performance of the corridor is adequate. However, these results are largely influenced by the amount of capacity (lanes) provided for the north-south movements. The resulting roadway capacity works to the advantage of the motoring public that is primarily using N. Tryon Street as a commuter corridor (trip origin and destination located outside the Study 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 N. 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. In addition, bicyclist and pedestrians find it increasingly difficult to maneuver this automobile dominated corridor.

The level of connectivity in the N. Tryon Street area ranges from excellent to poor depending on the location of the destination (Map 9). N. Tryon Street, Graham Street, and Davidson Street are three major arterials that provide parallel routes into Uptown Charlotte. Connectivity for those traveling south of the Study Area is limited by the railroad and intermodal transfer facility. The rail corridor creates a barrier, severely limiting connectivity. In the four-mile N. Tryon Street corridor, only six streets provide north/south connections between the Study Area and neighborhoods to the south including NoDa and Plaza/Midwood.

Map 9:



3.9.3 Pedestrian and Bicycle Element

Walking and bicycling are important components of a multimodal transportation strategy, especially in urban corridors like N. Tryon Street. Provisions for bicyclists and pedestrians can take many forms including sidewalks, greenways, bike lanes, and designated routes. A common theme of any livable community is how well it accommodates pedestrians and cyclists.

Sidewalks

Pedestrian can be defined both as “undistinguished, ordinary” and “going on foot.” Considering both definitions, travel by foot should be ordinary and commonplace. As development intensity transitions from higher to relatively lower intensities, sidewalks become less frequent.

Established neighborhoods like Lockwood feature planting strips with mature trees between the roads and the sidewalks, offering an appealing path to walk. Sidewalks are found in areas going to and from area parks like the sidewalk shown in the picture to the right. However, during field observations, it was noted that sidewalks were sporadic throughout the Study Area.

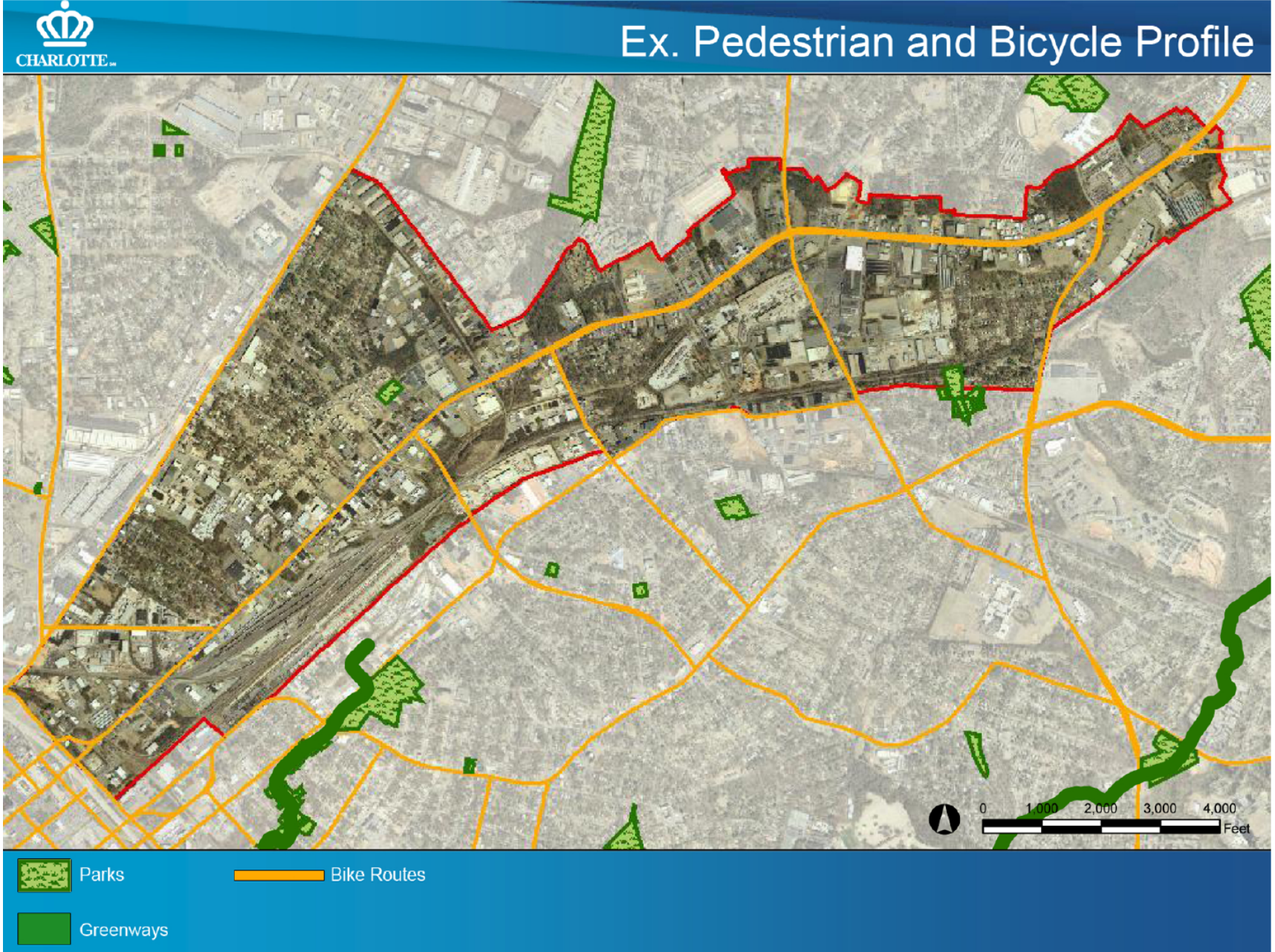


Well-designed streets include a clear delineation between the pedestrian realm and the automobile travel realm. Pedestrians face challenges when sidewalks are located at the back of curb, which result in a lack of buffer between pedestrians and traveling vehicles. Along N. Tryon Street, most sidewalks are located at the back of curb and are often pinched between buildings, fences, or railings. Pedestrians prefer having a buffer like a planting strip when walking along a heavily traveled road like N. Tryon Street. In some cases, utility poles are located within the sidewalks, which also constrict pedestrian movements and violate clear zone requirements.

Sidewalks are not a feature for most of the side streets along N. Tryon Street (Map 10). Streets that lack sidewalks force the pedestrian to walk in the street for portions of their trip. The City of Charlotte continues to install sidewalks as funds become available. As redevelopment and infill development occurs, the construction of sidewalks should be required.

Map 10:

Ex. Pedestrian and Bicycle Profile



As a part of this planning process, the City of Charlotte Department of Transportation conducted pedestrian level of service analysis at the signalized intersections along the corridor. A summary of their findings was communicated in a technical memorandum dated February 26, 2007. Table 20 below communicates these findings:

Table 20: Pedestrian Level of Service (LOS)

16 th Street at N. Tryon Street	LOS B
Dayton Street at N. Tryon Street	LOS D-
24 th Street at N. Tryon Street	LOS C
28 th Street at N. Tryon Street	LOS B
30 th Street at N. Tryon Street	LOS D
Atando Avenue at N. Tryon Street	LOS C-
36 th Street at N. Tryon Street	LOS D-
Craighead Road at N. Tryon Street	LOS C-
Sugar Creek Road at N. Tryon Street	LOS E+
Eastway Drive at N. Tryon Street	LOS F
Old Concord Road at N. Tryon Street	LOS E+

According to the *Pedestrian & Bicycle Level of Service Methodology for Crossing at Signalized Intersections* (February 2007), 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. Each of these variables is given a point value which is summed by each approach. An average of the points for each approach is calculated to determine the intersection LOS.

The pedestrian LOS is based on historical data collected from 2003 to 2006 and only analyzes signalized intersections. Signalized intersections tend to be one of the safest places for pedestrians to cross; however, wide intersections and lack of pedestrian refuge islands results in longer periods of time that the pedestrian spends 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 N. Tryon Street area does not have an extensive network of bicycle lanes and routes at this time. In fact, 36th Street provides the only bike lanes in the Study Area. In addition to having only one bike lane facility in the Study Area, 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 to provide opportunities for bicycle trips.

Just as with the Pedestrian Level of Service (LOS) Analysis, CDOT conducted bicycle LOS analysis at the signalized intersections. According to the *Pedestrian & Bicycle Level of Service Methodology for Crossing at Signalized Intersections* (February 2007), LOS is calculated based on five factors including bike travel way & 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. Each of these variables is given a point value which is summed by each approach. An average of the points for each approach is calculated to determine the intersection LOS.

The bicycle LOS is based on historical data collected from 2003 to 2006 and only analyzes signalized intersections. As shown in Table 21, several of the intersections would be considered unacceptable for bicyclists. Like pedestrians, there are no bicycling connections to existing greenways.

Table 21: Bicycle Level of Service (LOS)

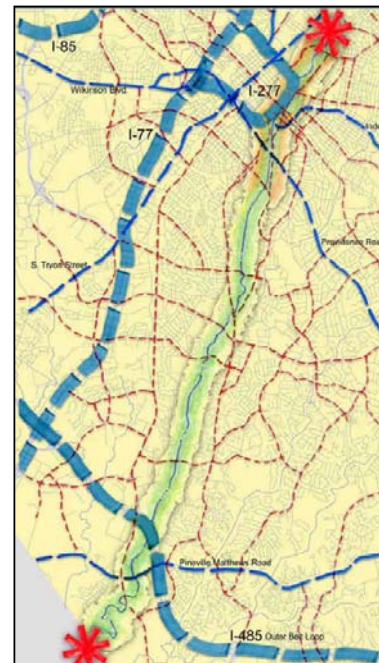
16 th Street at N. Tryon Street	LOS D
Dayton Street at N. Tryon Street	LOS D
24 th Street at N. Tryon Street	LOS D
28 th Street at N. Tryon Street	LOS E
30 th Street at N. Tryon Street	LOS E
Atando Avenue at N. Tryon Street	LOS D+
36 th Street at N. Tryon Street	LOS D-
Craighead Road at N. Tryon Street	LOS E-
Sugar Creek Road at N. Tryon Street	LOS F
Eastway Drive at N. Tryon Street	LOS E
Old Concord Road at N. Tryon Street	LOS F

(Source, Charlotte Department of Transportation, February 2007)

Greenways

There are no greenways within the Study Area; however, a greenway is located near the Study Area boundary in the vicinity of Parkwood Avenue. Greenway facilities, also called ‘multi-use paths,’ generally are independent of the road network, but may run parallel to facilities carrying motorized traffic. They are different from sidewalks in that they typically do not share right-of-way with streets.

Greenways can be paved or have a gravel surface, but are generally 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 N. 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

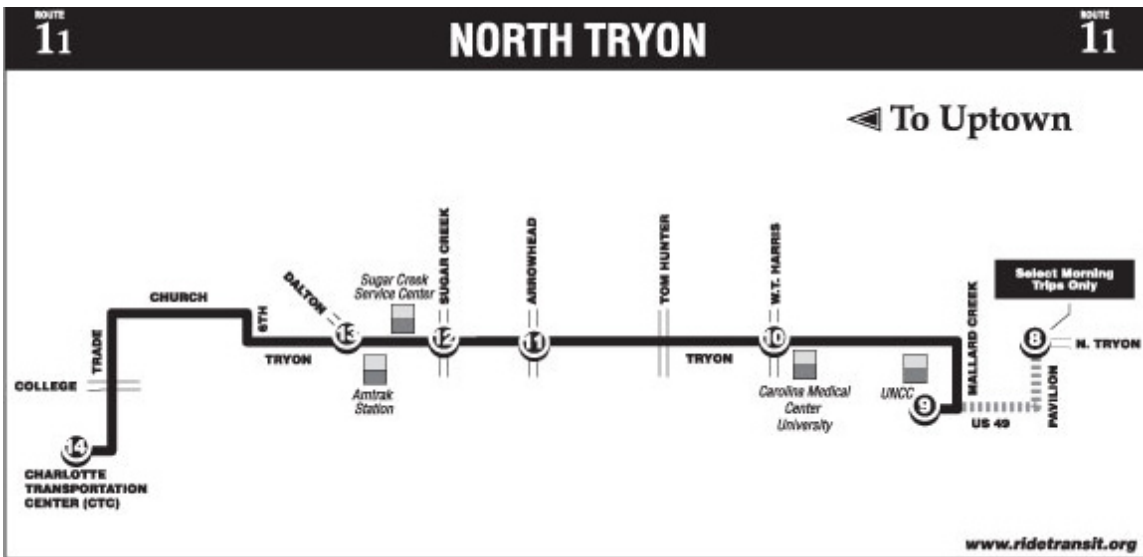


Little Sugar Creek Greenway,
Mecklenburg County Parks and
Recreation

Carolina line north through Uptown Charlotte to Cordelia Park. Finding ways to extend this greenway north of Cordelia Park along Little Sugar Creek through the N. Tryon Study Area will enhance opportunities for walkers and bikers.

3.9.4 Public Transportation

Transit in the N. Tryon Street area is primarily represented by the existing fixed route bus service (Route 11 identified below) provided by Charlotte Area Transit Service (CATS). Expansion of existing bus transit services and the addition of light rail along the Northeast Rail Corridor are expected to occur in the future.

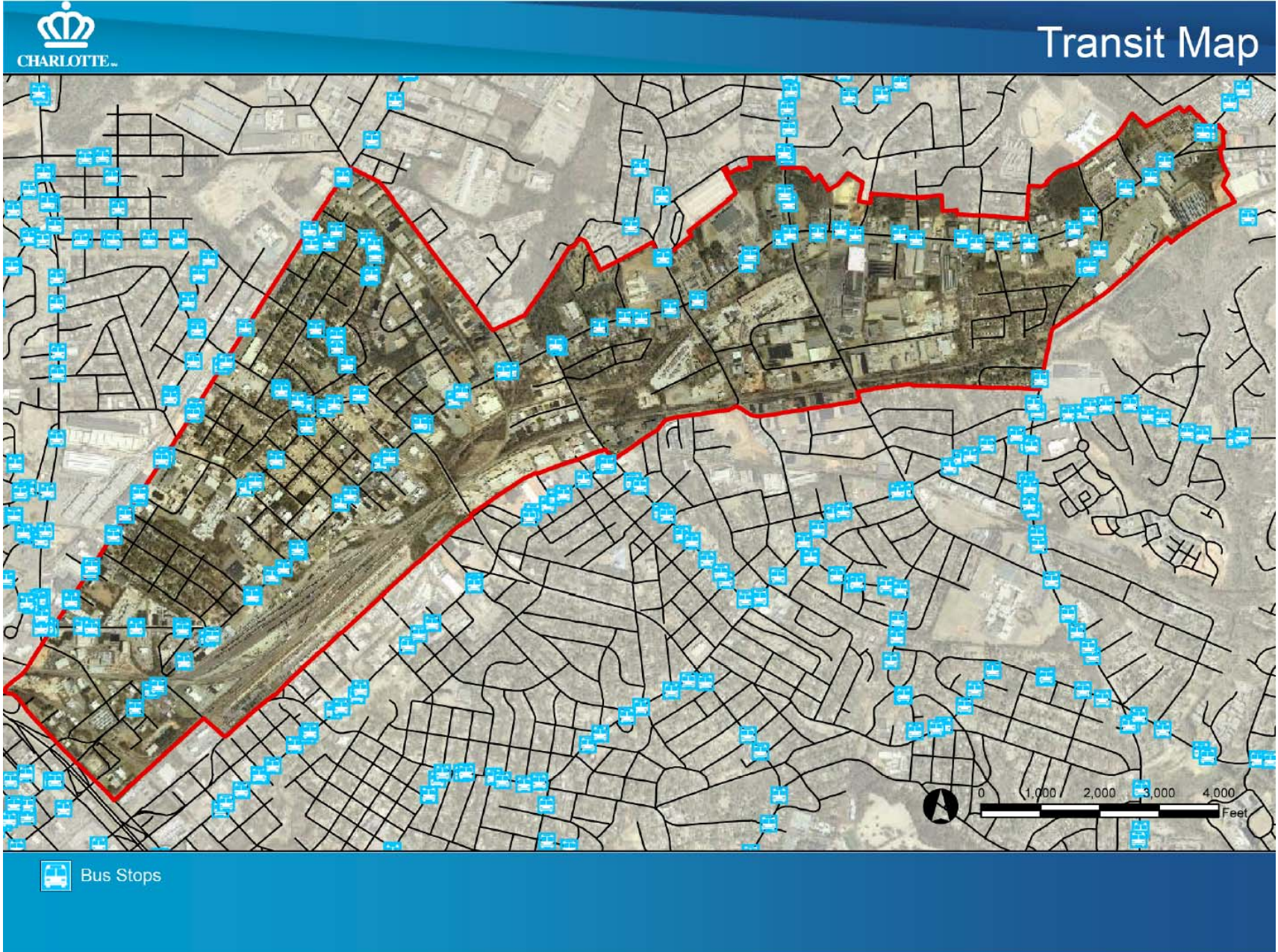


CATS operates multiple bus routes and has multiple bus stops to serve the N. Tryon corridor (Map 11). Route 11 runs north/south on N. Tryon Street from 5:00 AM until 2:00 AM, providing service between Uptown Charlotte and the University City area. Stops along this route are made at Pavilion Boulevard, UNCC, Harris Boulevard, Arrowhead Drive, Sugar Creek Road, Dalton Avenue, and the Charlotte Transportation Center as shown in the picture above.

Route 11 is the workhorse route providing connectivity between 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. Few amenities such as benches or shelters exist along the corridor. Nor is there “real-time” information available to transit riders 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.

Map 11:



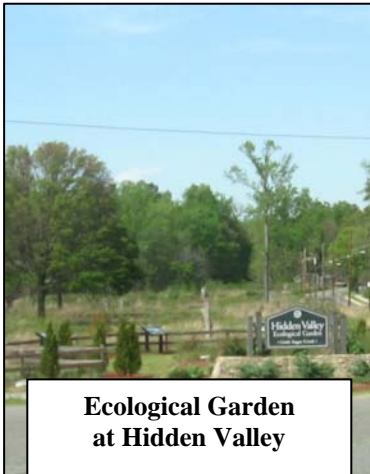
3.10 Public Utilities

3.10.1 Water/Sewer

The North Tryon Redevelopment Study was discussed with Charlotte-Mecklenburg Utilities (CMU) regarding capacity issues if redevelopment occurs and current and future CMU projects within the Study Area. The water distribution system and the sanitary sewer collection system within the Study Area consists of water and sewer mains of varying sizes. If redevelopment on North Tryon occurs, CMU does not anticipate any water or sewer capacity issues. As the proposed land use changes and/or densities are finalized by the City, CMU will evaluate these densities in their water distribution and sewer collection models to monitor if additional infrastructure is needed. None appear to be needed currently.

CMU is currently improving portions of the water distribution system to address a low pressure zone in and around the Hidden Valley neighborhood. There are no other ongoing projects in the Study Area limits beyond regular maintenance and repairs if needed. A future water main will be located in the North Tryon right-of-way; but this location is north of the North Tryon Redevelopment Study and outside of the Study Area.

3.10.2 Stormwater

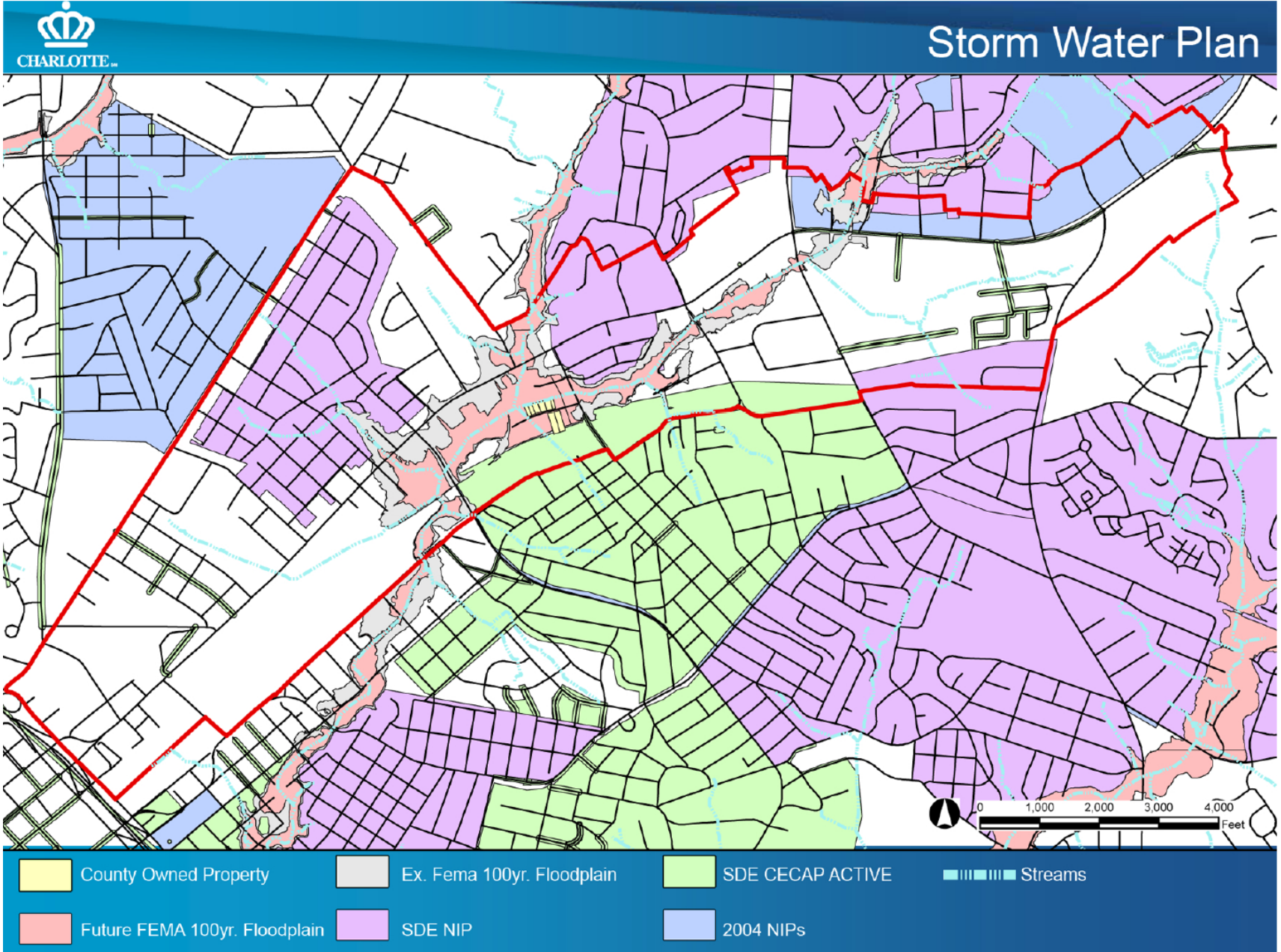


**Ecological Garden
at Hidden Valley**

Hydrology features within the Study Area include existing streams, creeks, and floodplains (Map 12). Major tributaries include Little Sugar and Derita Branch Creeks. These natural features should be preserved and were considered during the planning process. Several water features have been confined to culverts for extended lengths as development occurred in the past along North Tryon before stream buffers and regulations were in place, as is the case at Asian Corners. A stream restoration project that was recently completed is the Hidden Valley Ecological Gardens at Little Sugar Creek.

The North Tryon Redevelopment Study was discussed with Charlotte Mecklenburg Storm Water Services and with Mecklenburg County Storm Water officials to determine if there are any ongoing or future projects within the study limits that would affect redevelopment. The City is currently working on the Sugaw Creek/Ritch Avenue and Tryon Hills Neighborhood Improvement Projects, and these projects 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 along Little Sugar Creek in this area. The structures on these properties will be demolished and left as open space, recreating the floodplain. Three structures have already been demolished.

Map 12:



3.11 Public Facilities/Institutional Uses

3.11.1 Parks/Greenways

The Study Area has minimal existing recreation areas. Presently, Tryon Hills is the only neighborhood park. It is located at 220 West 30th St. in the Central District 2 Area.



Tryon Hills Park

Tryon Hills Park is two acres with the following amenities:

- Half-court basketball courts
- Small picnic shelter with grill
- Walking trail
- Playground with two separate play structures, one to accommodate 2 to 5-year olds and another to accommodate 5 to 12-year olds.

The Little Sugar Creek Greenway presently stops at Cordelia Park approximately one-quarter mile south of N. Tryon Street. There are no greenway improvements currently planned. However, as mentioned previously, the Hidden Valley Ecological Garden is located along a portion of Little Sugar Creek along Wellingford Street just N. of N. Tryon Street. Furthermore, Mecklenburg County is expected to purchase several properties along Cullman Avenue in the Study Area because of flooding issues from Little Sugar Creek. This could represent an opportunity to extend the greenway within the Study Area.

3.11.2 Schools

There are three schools located within the Study Area: Highland Renaissance Academy, Sugar Creek Charter School, and Martin Luther King Jr. Middle School. Details regarding these schools are provided below.

Highland Renaissance Academy

125 W. Craighead Rd.
Charlotte, NC 28206

The Highland Renaissance Academy, a kindergarten through grade 5 school, opened its doors in 2001.

- Parcel ID # 08503103
- 17.319 acres
- 585 students enrolled K-5
- 61% African American/ 5% Caucasian/ 29% Hispanic/ 1% Asian/ 4% other.
- 80 staff members approximately
- Received Governor's Award for Excellence in Education, 2001



Sugar Creek Charter School

4101 N. Tryon St.
Charlotte, NC 28206

The Sugar Creek Charter School serves children from kindergarten through the eighth grade and opened in a renovated K-Mart in 2000.



- Parcel ID # 08701112
- 15.158 acres
- K-8
- 500 students
- 56 teachers

Martin Luther King, Jr. Middle School

500 Bilmack Avenue
Charlotte, NC 28213

Martin Luther King, Jr. Middle School opened in 2004 in the Hidden Valley neighborhood west of N. Tryon Street. MLK, Jr. Middle School is organized by grade level and department in the manner of most middle schools. Facility amenities include a basketball gymnasium, multi-purpose gym, and a dance studio.

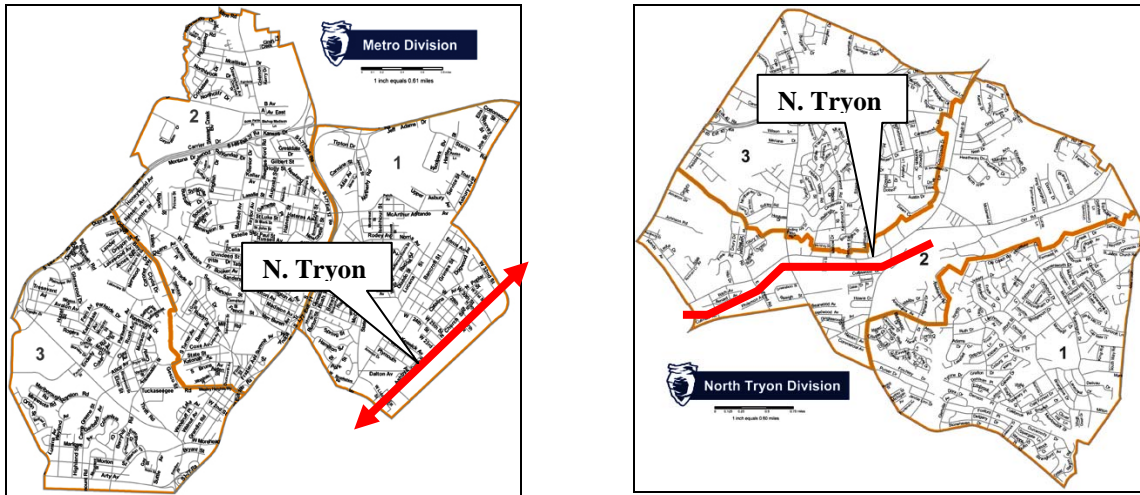


- Parcel ID # 08911109
- 25.335 acres
- Approximately 100 staff members
- Grades 6-8

3.11.3 Police Services

Crime and the perception of crime in the Study Area continue to impact the momentum for investment opportunities. In order to help determine any differences between crime and the perception of crime, crime statistics for 2005 and 2006 were obtained for Mecklenburg County as a whole and the Metro and N. Tryon divisions, within which the Study Area is located.

N. Tryon’s Study Area portion of the Metro Division extends from Brookshire Freeway to 32nd Street (red line). Crimes in the Metro Division during 2006 totaled 2,672, up 10.4% from 2,421 crimes in 2005. When analyzed by type of crime, property crimes increased by 12.6% in the Metro Division during the one-year period, while violent crimes increased by 2.6%. Commercial burglary increased the most in terms of percentage change (51.6%), while armed robbery decreased the most (-22.5%).



N. Tryon’s Study Area portion of the N. Tryon Division extends from 32nd Street to Old Concord Road (red line). Crimes in the N. Tryon Division during 2006 totaled 3,422, down 0.4% from 3,437 crimes in 2005. When analyzed by type of crime, 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%) in the N. Tryon Division, 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. When analyzed by type of crime, property crimes decreased by 6.2% during the one-year period, while violent crimes increased by 4.5%. Larceny, other than automobile, bicycle, or shoplifting, increased the most in terms of percentage change (14.1%) in the county, while vehicle theft decreased the most (-26.6%).

In addition to the crime statistics, police officers that work specifically along the N. Tryon corridor were interviewed and asked about crime issues. Reported hot spots for criminal activity included:

- Tryon Hills Apartments
- Dillehay Courts Apartments
- Lockwood
- Used car lots along the corridor
- Industrial businesses throughout the Study 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. Overall, statistics seem to indicate that violent crime along N. Tryon Street is more of a perception than a reality.

3.11.4 Library

Sugar Creek Library:
4045 N. Tryon St.
Charlotte, NC 28206

The Sugar Creek Library building is a joint venture between the City of Charlotte and Mecklenburg County and houses the library, David 3 District Police Office and the JobLink Center. The facility serves as a civic core for surrounding neighborhoods.



Sugar Creek Library

- Parcel ID # 08701121
- 5.187 acres
- Houses the library, David 3 District Police Office, and the Joblink Center
- State of the art computer learning center with 15 internet accessible computers

3.11.5 Fire Stations

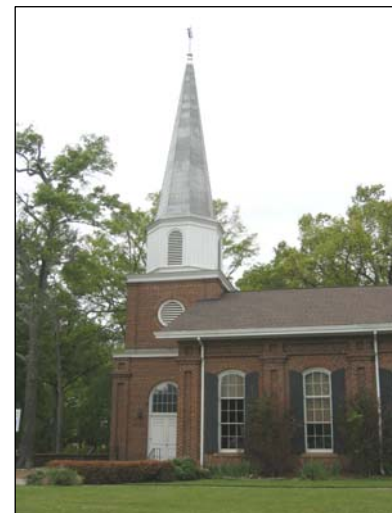
Fire Station 11
620 West 28th St.
Charlotte, NC 28206

Fire Station 11 protects a mixed residential and industrial area in Tryon Hills. The former CFD Shops are located adjacent to Station 11. The fuel truck and antique apparatus are stored there now.

3.11.6 Churches

Sugaw Creek Presbyterian Church:
101 W. Sugar Creek Rd.
Charlotte, NC 28213

The Sugaw Creek Presbyterian Church is the oldest church in Mecklenburg County. It is the mother church for the seven original Presbyterian congregations and was organized in 1755. The church sits on 8.3 acres at N. Tryon Street and Sugar Creek Road and has 3 associated cemeteries.



Sugaw Creek Prebyterian

- Parcel ID # 08701115
- Cemetery 1 is 0.675 acres
- Cemetery 2 is 0.94 acres
- Cemetery 3 is 3.39 acres

3.11.7 Social Services

Urban Ministries

The Urban Ministries Center was established in 1996 to address the needs of Charlotte's urban poor and homeless. The facility is located at N. College and N. Tryon streets in a former train depot and a building constructed in 1996. Job placement and counseling are major components of the mission. Services include lunch seven days a week, restrooms, telephones for local calls, showers, washers and dryers, and a mail drop. Religious teachings are also part of the curriculum.

Uptown Shelter

The Uptown Shelter was chartered in 1985, and is a registered, non-profit organization supported by local churches, corporations/businesses, civic groups, and individuals in the Charlotte-Mecklenburg area. Additional funds are received from Mecklenburg County, state and federal governments, and private foundations. The mission of the Uptown Shelter is to care for men who are homeless and to provide them opportunities to rebuild their lives. Currently, there is capacity for 255 clients.

Programs include:

- Emergency Services
- Mental Health Transitional Living Program
- Substance Abuse Services
- Meals
- Life Enrichment Program

Hope Haven

Hope Haven, a foundation for recovery, provides life skills for chemically dependent adults and families within a supportive residential environment leading to independence. The facility, located at Craighead Road and N. Tryon Street in a former Holiday Inn, was founded as a non-profit agency in 1976. Services are provided for up to 216 homeless men, women, and children. Hope Haven serves an average of 300 people a year. Funding is received from contributions and grants, agency contracts, the U.S. Department of Housing and Urban Development, the United Way, resident fees, and vocational training programs such as catering and commercial laundry.

4. Real Estate Market Trends

This section provides an in-depth analysis of real estate market trends and conditions within the Study Area. This approach combines a quantitative real estate analysis with a qualitative assessment of the Study Area’s strengths and weaknesses. It is divided into four components.

1. Industrial
2. Office
3. Retail
4. Residential

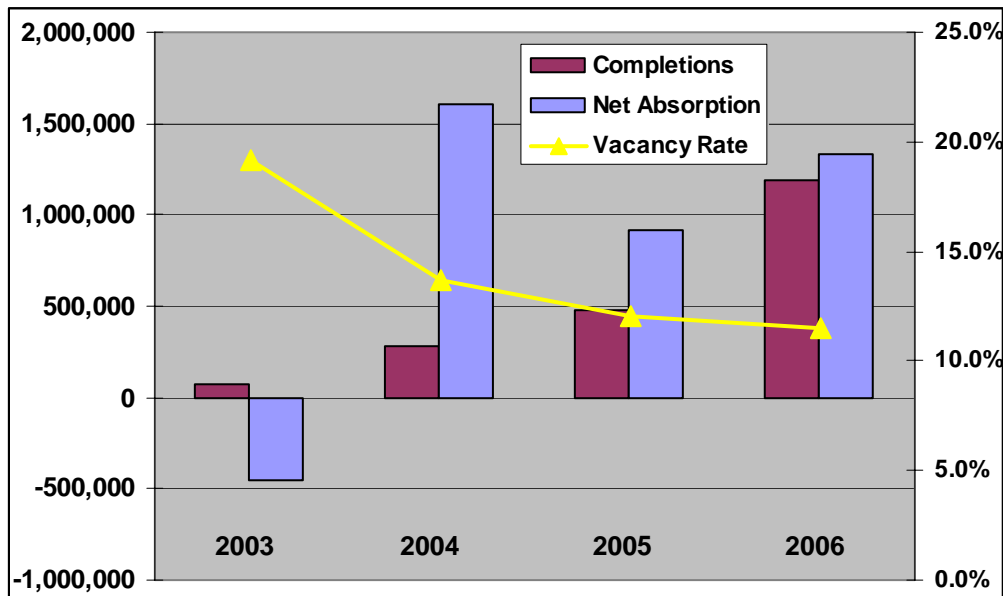
4.1 Industrial Trends

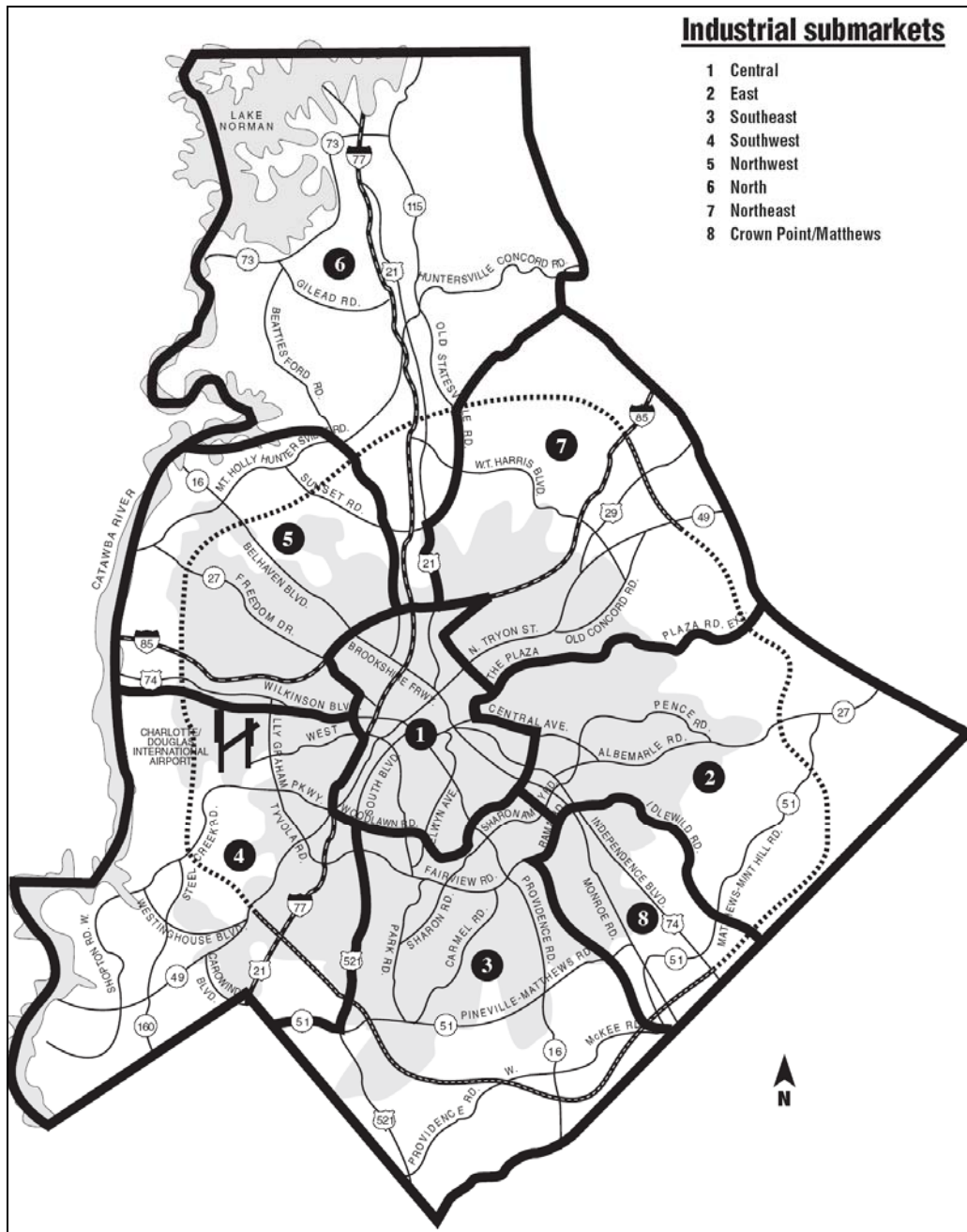
4.1.1 Multi-Tenant Warehouse

In order to analyze trends for multi-tenant warehouse development within the Study Area, data associated with multi-tenant warehouse space in Mecklenburg County and the Central submarket was collected. As defined by Karnes, the Central submarket encompasses most of Study Area Segment One.

The Mecklenburg County warehouse market recovered from a post-recession vacancy rate peak of 19.2% in 2003 to 11.1% at year-end 2006 (Graph 2). Net absorption outpaced completions for each of the last three years.

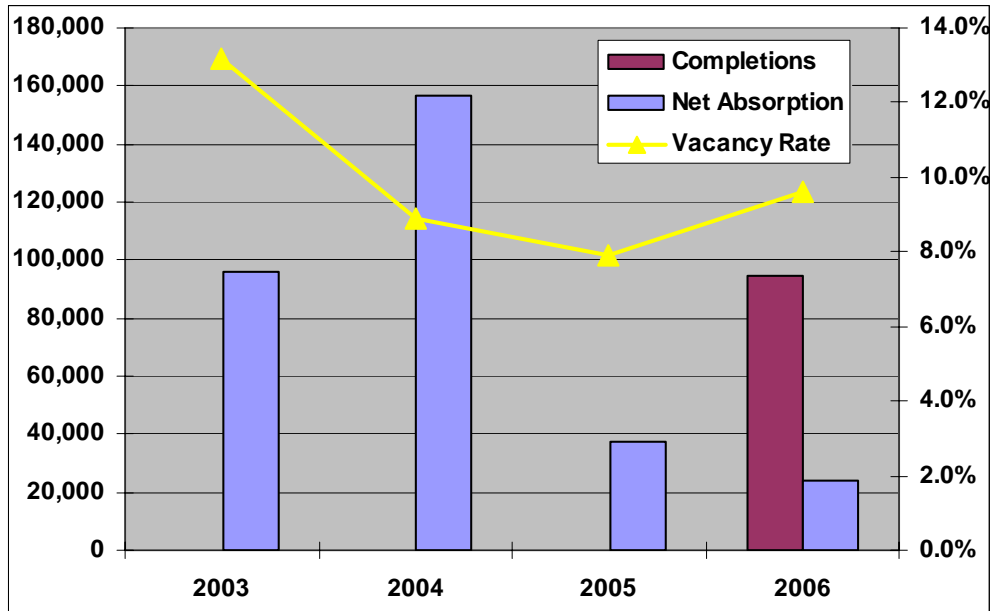
Graph 2: Mecklenburg County Multi-Tenant Warehouse Trends, 2003-2006





The Central submarket also improved dramatically between 2003 and 2005, with no new space constructed and positive net absorption resulting in a vacancy rate decline from 13.2% to 7.9% (Graph 3). In 2006, however, completion of 94,400 square feet at Interstate North Business Park III, located at I-85 and Statesville Avenue, produced an upswing in the vacancy rate to 9.6%. As of year-end 2006, the Central submarket had the fourth-highest vacancy rate among Charlotte’s six warehouse submarkets.

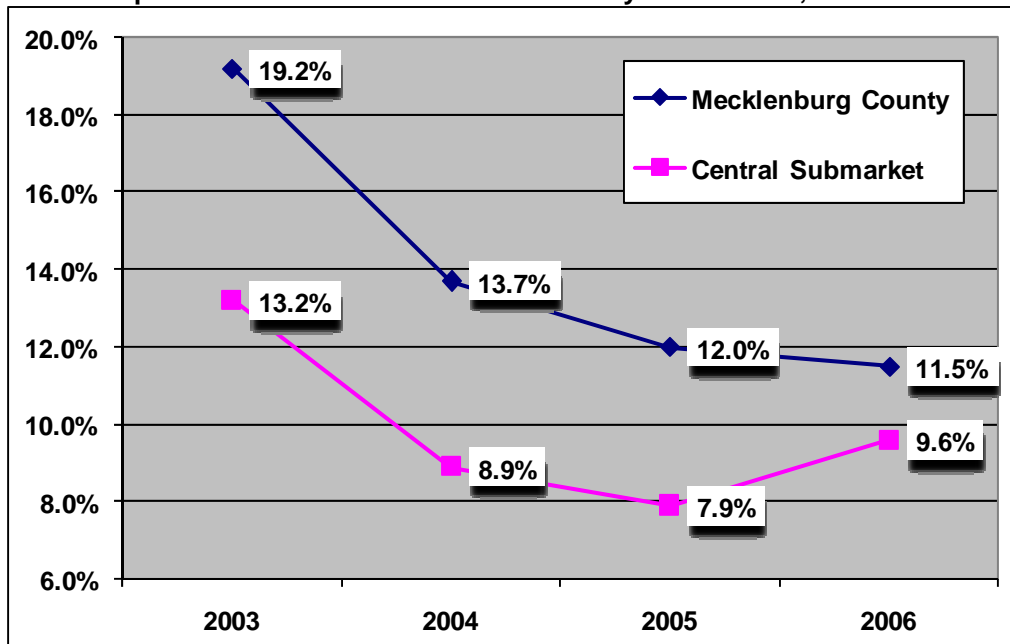
Graph 3: Central Submarket Multi-Tenant Warehouse Trends, 2003-2006



The 94,400-square-foot completion of Interstate Business Park III during the fourth quarter of 2006 was the first new multi-tenant building delivered in the Central submarket since the fourth quarter of 2000, and before that, the first quarter of 1990.

The Central submarket vacancy rate has remained lower than the overall Mecklenburg County market rate for the last four years (Graph 4). Unless significant product is added to the Central submarket, this trend should continue for the next two years.

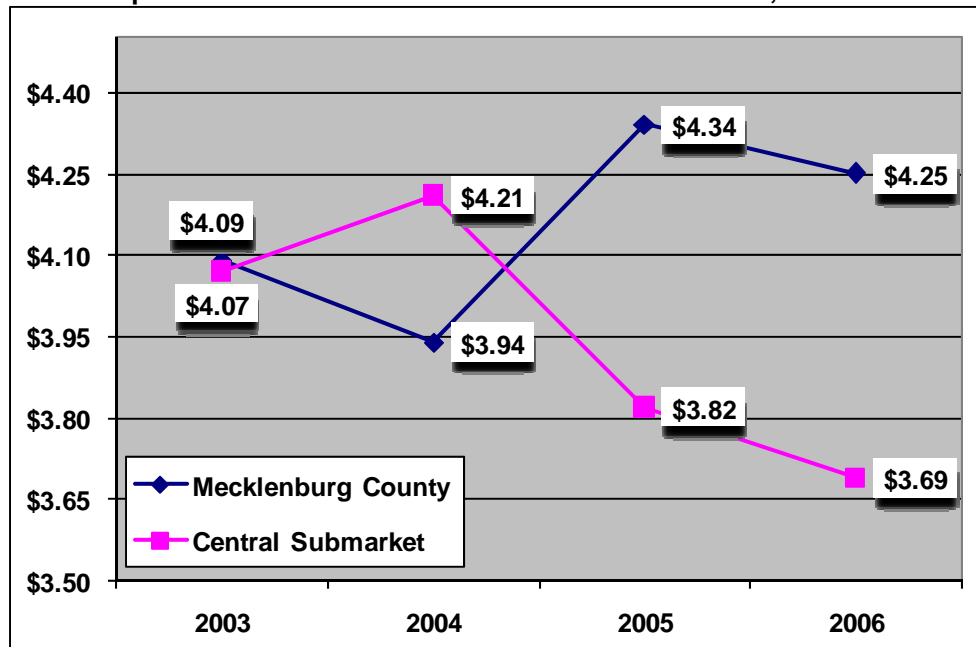
Graph 4: Multi-Tenant Warehouse Vacancy Rate Trends, 2003-2006



In spite of improving vacancy, Central submarket warehouse rents have declined from \$4.07 to \$3.69 per square foot over the last two years (Graph 5). This has resulted from

the continued aging of Central submarket product, and its lack of tall ceilings and dock-high doors characterizing new suburban buildings.

Graph 5: Multi-Tenant Warehouse Rental Rate Trends, 2003-2006

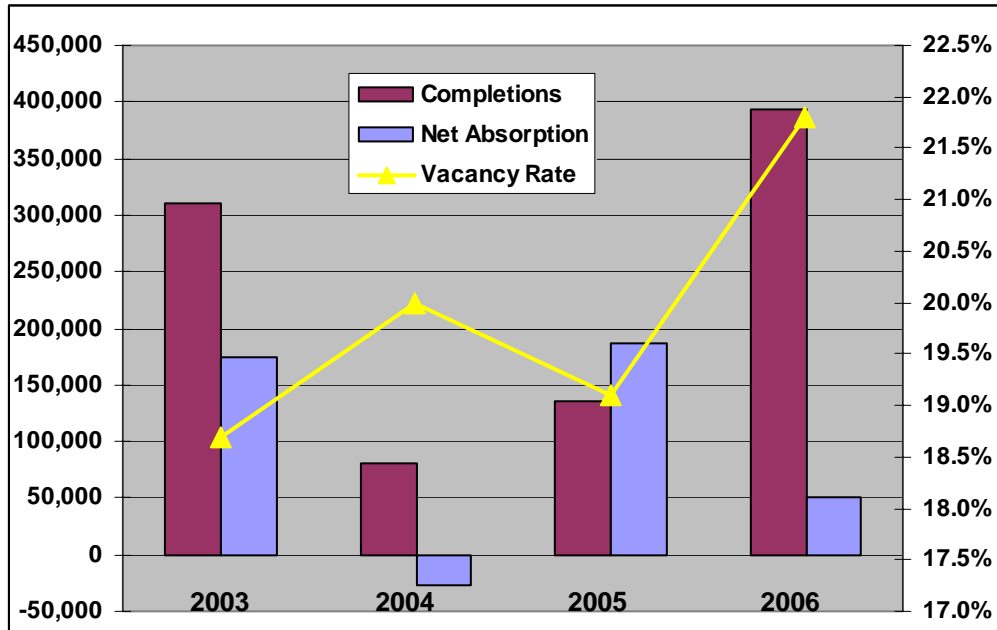


4.1.2 Multi-Tenant Flex

Mecklenburg County’s multi-tenant flex market is smaller and more volatile than the warehouse market. It is also subject to decline when other sectors such as warehouse and office are improving. Flex is often viewed as a low-cost office alternative during difficult economic conditions.

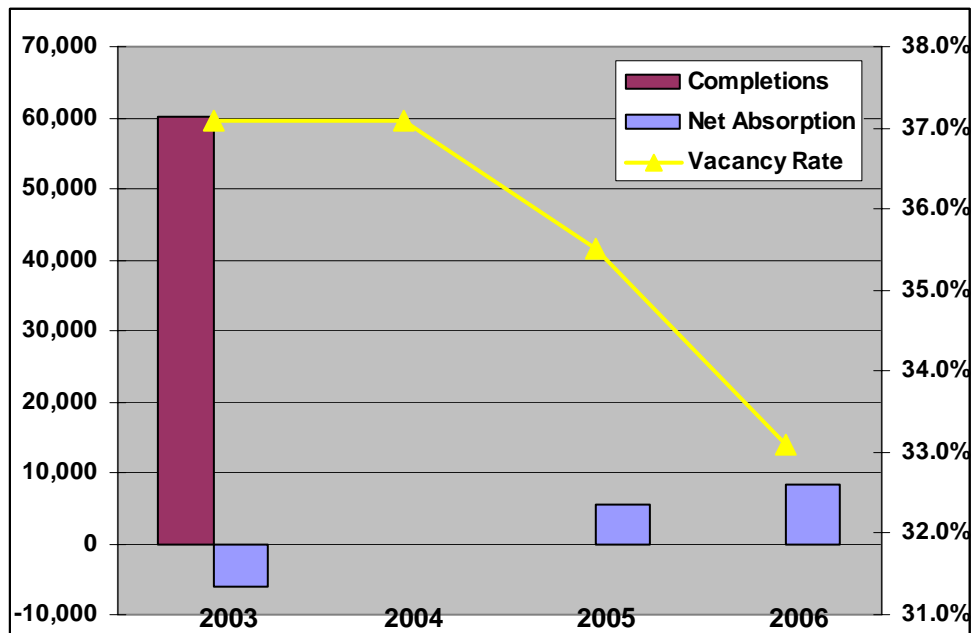
Mecklenburg County’s flex space was 21.8% vacant at year-end 2006, up from 18.7% in 2003 (Graph 6). Much of the increase was attributable to a surge of completions totaling 393,369 square feet during 2006. Net absorption varied from negative 27,277 square feet in 2004 to 187,123 square feet in 2005.

Graph 6: Mecklenburg County Flex Trends, 2003-2006



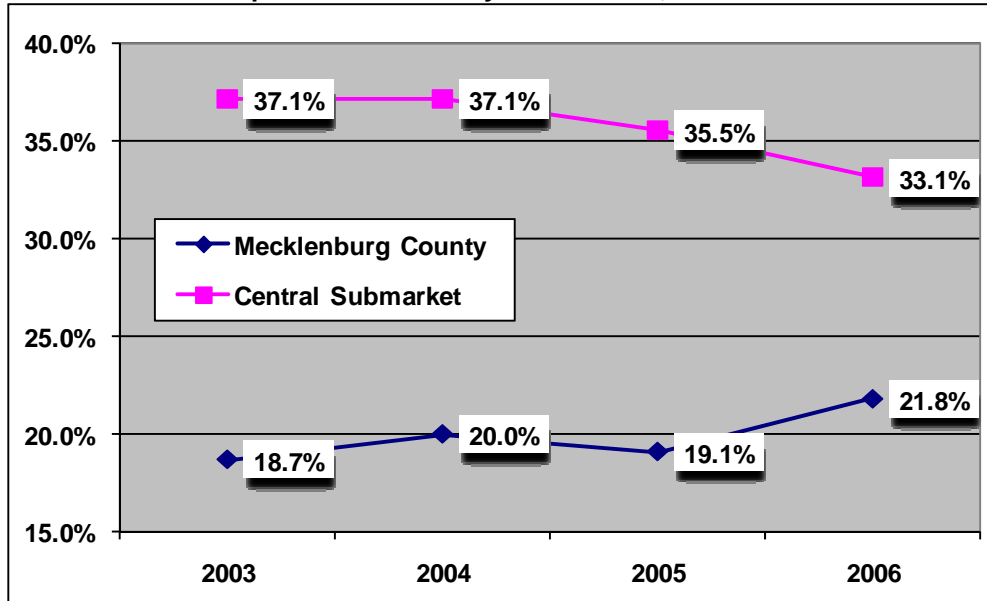
The small, 252,343-square-foot Central flex submarket improved from 37% vacant in 2003 to 33% vacant at year-end 2006 (Graph 7). The submarket typically experiences minimal development activity, and net absorption rarely exceeds 10,000 square feet annually. Similar to warehouse space, most of the Central submarket’s flex buildings are older and lack the modern features sought by today’s tenants.

Graph 7: Central Submarket Flex Trends, 2003-2006



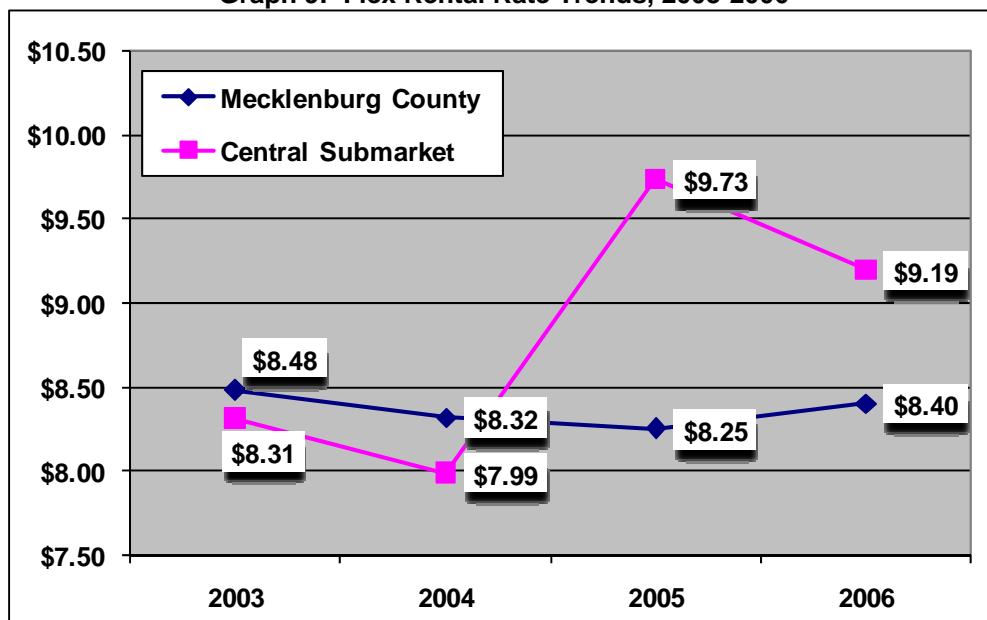
As shown in Graph 8, the Central submarket flex vacancy rate has remained well above the Mecklenburg County rate for the last four years. This trend should continue for the next three years. Reasons for the difference include aging product with lower than adequate ceiling heights and higher average rental rates in the Central submarket. Both vacancy rates now exceed 20%, which should result in limited new product being delivered during 2007 and 2008.

Graph 8: Flex Vacancy Rate Trends, 2003-2006



Quoted flex rents in the Central submarket averaged \$9.19 per square foot at year-end 2006 (Graph 9). This exceeded the Mecklenburg County average of \$8.40 per square foot. It should be noted, however, that Central submarket rents declined in 2006, while a slight increase was exhibited for Mecklenburg County.

Graph 9: Flex Rental Rate Trends, 2003-2006



4.1.3 Single-Tenant Warehouse/Manufacturing

At the end of 2006, Mecklenburg County contained an estimated 69 million square feet of single-tenant warehouse/manufacturing space, down from nearly 73 million square feet in 2000 (Table 22). Partly due to the decrease in inventory, the vacancy rate for single-tenant industrial space declined from 8.9% in 2003 to 4.5% in 2006. It should be noted that this inventory excludes owner-occupied buildings.

Table 22: Single-Tenant Warehouse/Manufacturing Inventory, Mecklenburg County, 2003-2006

Year	Total Square Feet	Vacant Square Feet	Vacancy Rate
2003	72,741,507	6,453,983	8.9%
2004	69,930,959	5,446,953	7.8%
2005	69,945,994	4,111,907	5.9%
2006	69,016,985	3,129,015	4.5%

Note: Vacancy rates and average rents as of year-end.

Sources: Real Index and Warren & Associates

The single tenant inventory decline is attributable to several factors, including the following:

- Buildings being converted to multi-tenant space, focused in the Central submarket.
- Buildings being sold to owner-occupied users
- Conversion to other uses such as office, retail, or residential
- Demolition for redevelopment

As of year-end 2006, the Central submarket contained an estimated 21.6 million square feet of single-tenant warehouse/manufacturing space, representing 31% of the entire Mecklenburg County inventory (Table 23). The 4.2% vacancy rate was the lowest in at least four years, and was also slightly below the countywide 4.5% measure. Based on this data, the Central submarket remains a very competitive location for single-tenant industrial facilities. This is due to customer and interstate highway access, and proximity to an inner-city workforce.

Table 23: Single-Tenant Warehouse/Manufacturing Inventory, Central Submarket, 2003-2006

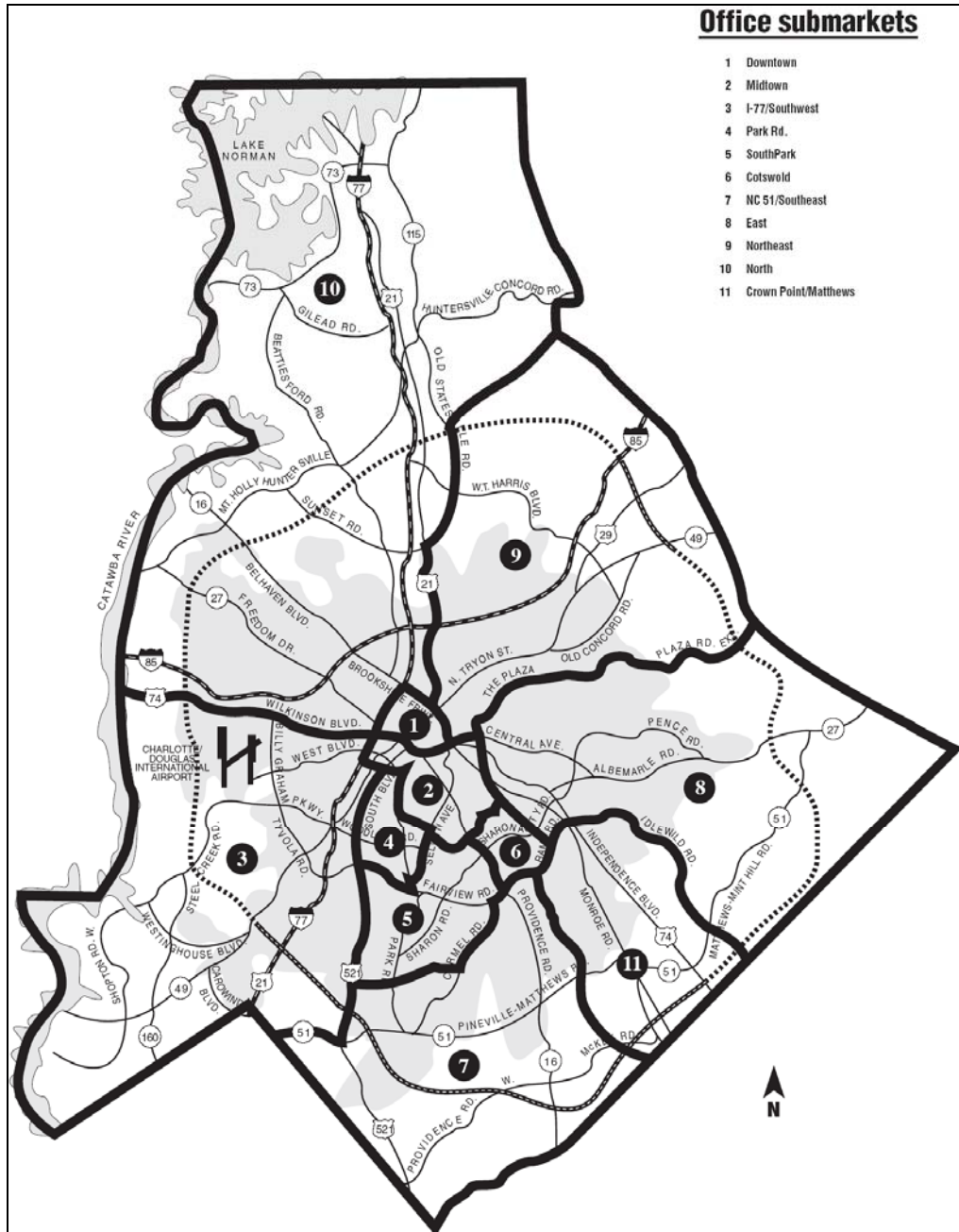
Year	Total Square Feet	Vacant Square Feet	Vacancy Rates
2003	24,077,140	1,599,944	6.7%
2004	22,687,426	2,106,722	9.3%
2005	22,311,908	1,554,896	7.0%
2006	21,631,913	907,355	4.2%

Note: Vacancy rates and average rents as of year-end.

Sources: Real Index and Warren & Associates

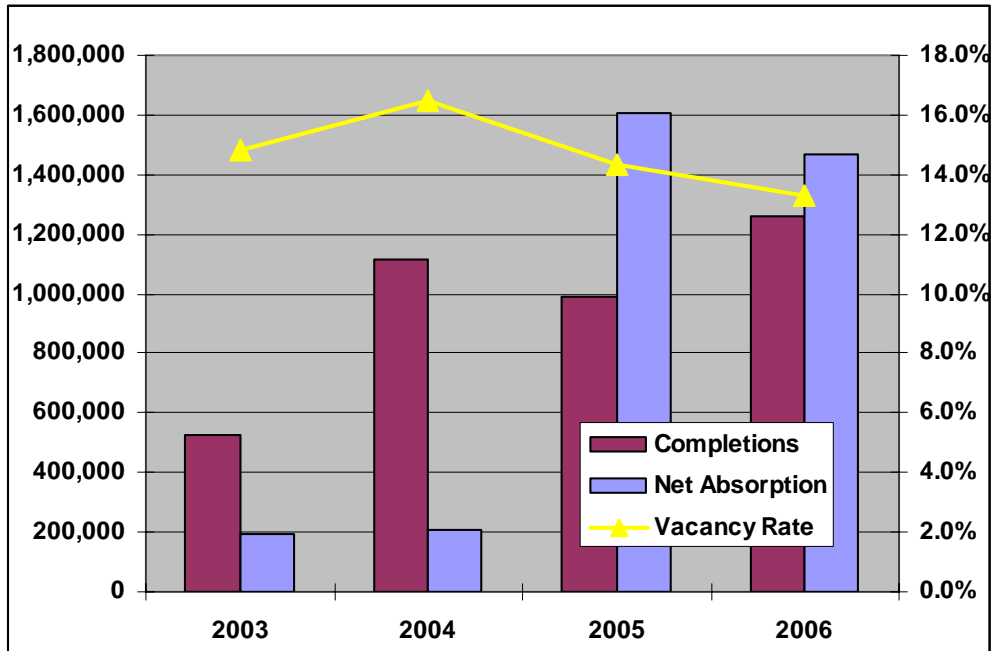
4.2 Office Trends

Office trends for Mecklenburg County as a whole, as well as its Northeast and Downtown submarkets, were analyzed. The N. Tryon Street corridor is located within the Northeast submarket, but is primarily impacted by supply and demand forces in the Downtown submarket, particularly between I-277 and Sugar Creek Road.



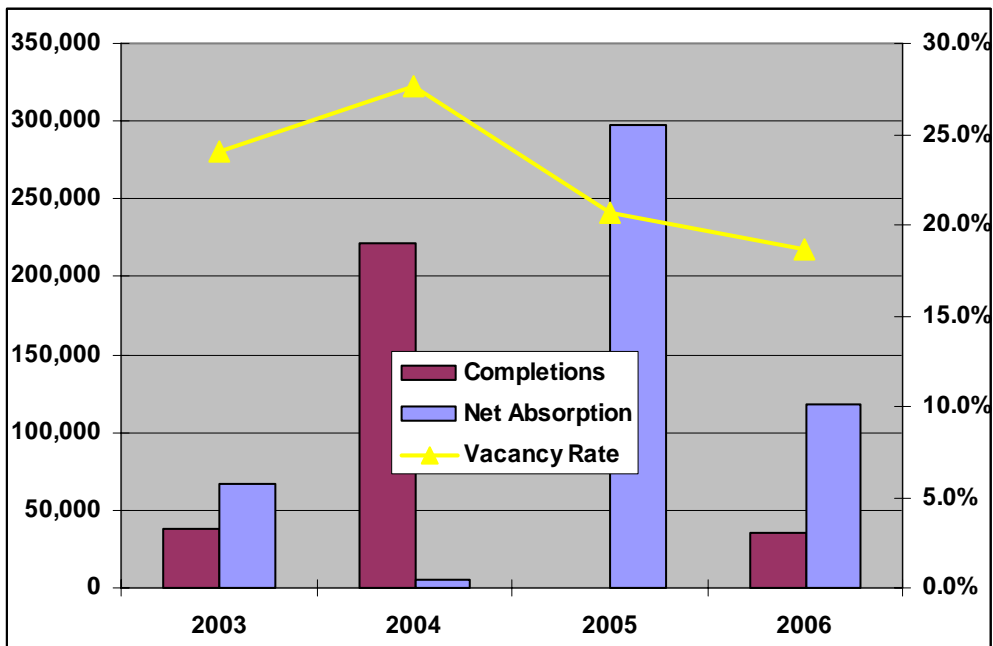
Mecklenburg County’s multi-tenant office market improved over the last two years, as three million square feet of net absorption surpassed completions of about 2.2 million square feet (Graph 10). The result was a decline in vacancy from 16.5% to 13.3%.

Graph 10: Mecklenburg County Multi-Tenant Office Trends, 2003-2006



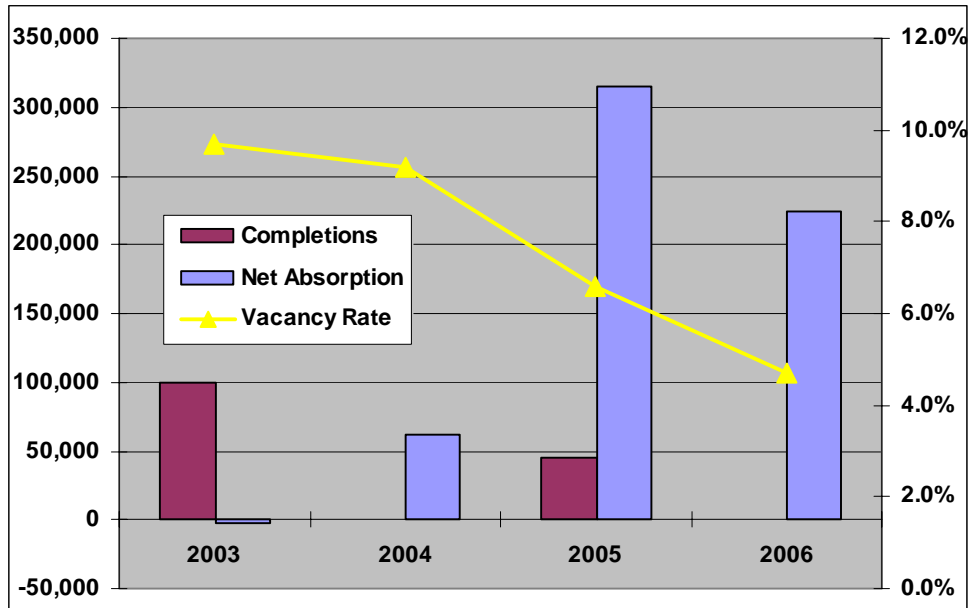
The Northeast submarket, as defined by Karnes, posted an even more significant recovery than Mecklenburg County over the last two years (Graph 11). Based on virtually no completions and a surge in net absorption, the vacancy rate improved from 27.6% in 2004 to 18.7% in 2006. However, the vacancy rate remains well above a 12%-15% threshold that would support large-scale office development in a growing market.

Graph 11: Northeast Submarket Multi-Tenant Office Trends, 2003-2006



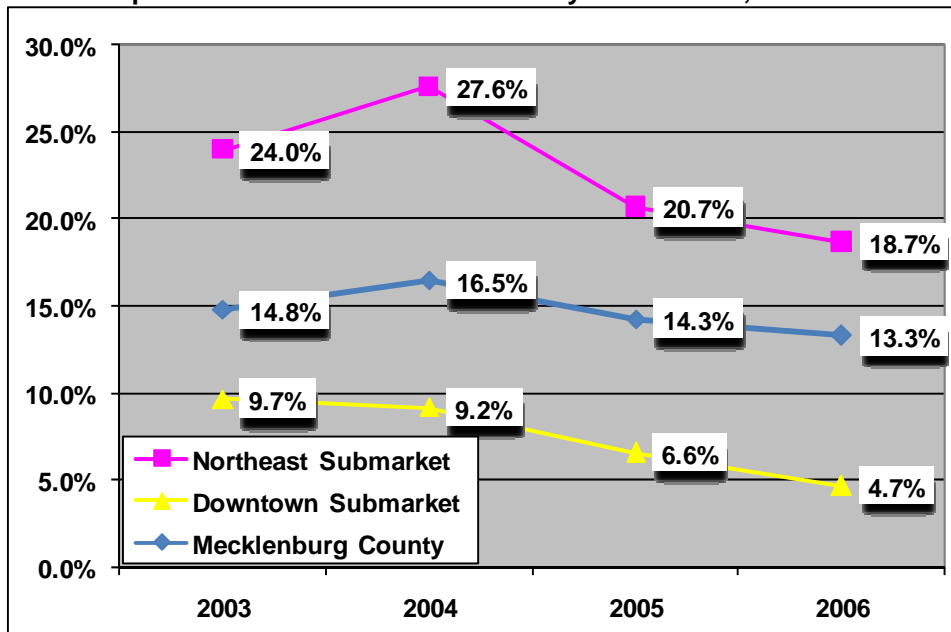
The Downtown submarket remains Charlotte’s strongest, with a year-end 2006 vacancy rate of only 4.7% (Graph 12). With virtually no new product delivered over the last four years, and a marked rise in demand in 2005 and 2006, there is a very limited supply of available space. As a result, smaller tenants are migrating to South End and areas of Midtown adjacent to downtown. Developers are also responding with three new office towers under construction for Wachovia, Bank of America, and NASCAR.

Graph 12: Downtown Submarket Multi-Tenant Office Trends, 2003-2006



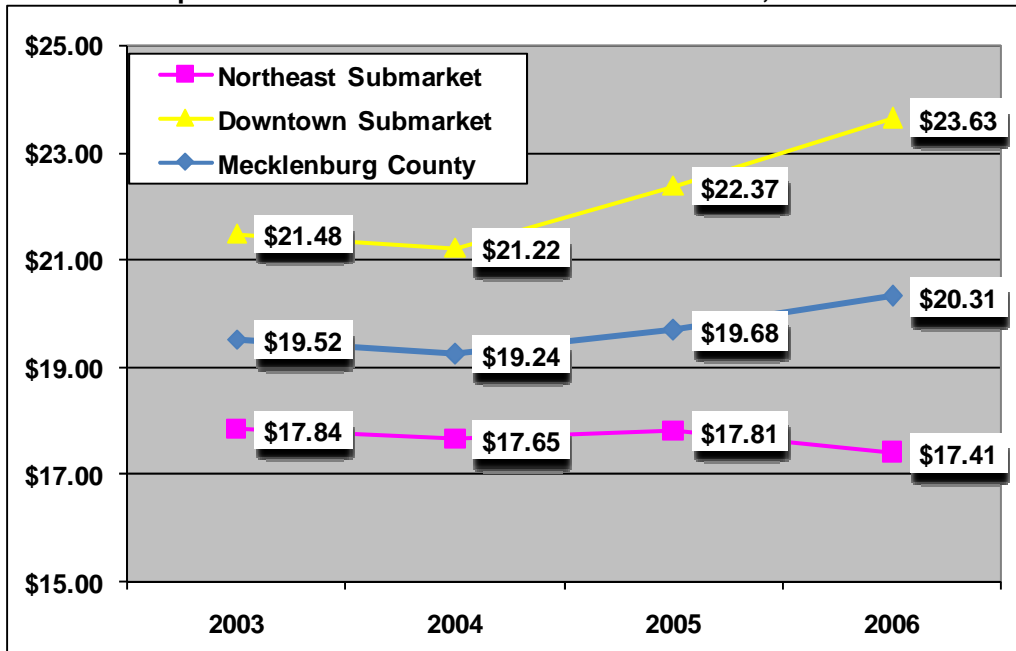
While the Northeast submarket has improved, its vacancy rate remains well above the rates for Mecklenburg County and the Downtown submarket (Graph 13). New development will remain limited until the vacancy rate falls below 15%.

Graph 13: Multi-Tenant Office Vacancy Rate Trends, 2003-2006



Given the tightening of the Downtown submarket, quoted rents increased from an average of \$21 to \$23.50 per square foot over the last two years (Graph 14). The submarket’s premium over the balance of Mecklenburg has become more pronounced.

Graph 14: Multi-Tenant Office Rental Rate Trends, 2003-2006



As previously noted, this spike in rents has helped fuel office demand in the N. Tryon Street corridor north of the Brookshire Freeway. A more moderate rent increase was observed for overall Mecklenburg County office rents over the last two years, reaching an average of \$20.31 per square foot. Office rents have remained static or declined slightly in the overbuilt Northeast submarket. Demand for the N. Tryon Street corridor is more directly tied to the very tight Downtown submarket than the Northeast.

4.3 Retail Trends

Much of the retail space in the N. Tryon Street corridor is dominated by used car lots, along with fast food restaurants and convenience stores. As a result, most Study Area residents travel to surrounding areas for neighborhood and community retail services, including groceries.

4.3.1 Existing Retail Centers – Study Area

Based on retail centers greater than 20,000 square feet, there are four developments in the Study Area containing a total of 480,350 square feet (Table 24). These centers were all constructed between 1959 and 1979. They range in size from 68,250 square feet at Hutchison Plaza on N. Graham Street to 230,000 square feet at Asian Corners. These four centers are currently 20.7% vacant, due mostly to the 83,000 square feet available at the Shops at Tryon, formerly the North Park Mall. Quoted small shop rents range from \$9 to \$14 per square foot, with a weighted average of \$10.35 per square foot. This average is 82% below the \$18.82 for Mecklenburg County at the end of 2006.

Table 24: Existing Retail Centers, N. Tryon Study Area, March 2007

Map Key	Name	Location	Year Built	Total			Vac. Rate	Quoted Rent	Anchors
				Square Feet	Vacant Sq. Ft.				
1	Asian Corner	4410 N. Tryon St.	1968	230,000	15,000	6.5%	\$9.00	Family Dollar, Two Faces Fitness	
2	Shops at Tryon	103 Eastway Dr.	1977	103,000	83,000	80.6%	\$12.50	N/A	
3	North Pointe Plaza	5420 N. Tryon St.	1979	79,100	1,400	1.8%	\$14.00	Family Dollar, Tisun Beauty Salon	
4	Hutchison Plaza	2030 N. Graham St.	1959	68,250	0	0.0%	N/A	Wayne's Supermarket	
Study Area Total				480,350	99,400	20.7%	\$10.35		

Source: Warren & Associates, Karnes

Anchors in the Study Area centers include two Family Dollar stores and Wayne’s Supermarket. The only other supermarket in the Study Area is a freestanding Hispanic-oriented Compare Foods at N. Tryon Street and Sugar Creek at the entrance to Asian Corners. This 25,000-square-foot store was the first Compare Foods in Charlotte. It is also the chain’s top grossing store on a per-square-foot basis, and one of the most productive supermarkets among all chains in the Charlotte region.

Recently, smaller retail projects have been built and/or renovated in the Study Area which cater to the emerging international market. These centers tend to remain more consistently occupied than the larger, community-oriented centers like Asian Corners and Shops at Tryon.

4.3.2 Existing Retail Centers – Trade Area

As was mentioned earlier in the report, retailers in the Study Area serve households from a broader Trade Area covering much of inner northeast Charlotte. This Trade Area is bounded by the Brookshire Freeway, 10th Street, and Statesville Road to the west; I-85 to the N.; Rocky River Road and Newell Hickory Grove Road to the north; and The Plaza and Hawthorne Lane to the south.


The eight shopping centers outside of the Study Area but still within the larger Trade Area contain 1.9 million square feet (Map 13 and Table 25). Focused in the University area, most of these centers have been constructed since 1990. Big-box chains are represented at these centers. The composite vacancy rate is only 4.2%. The weighted average quoted small shop rent is \$21.11 per square foot, more than double the Study Area measure.

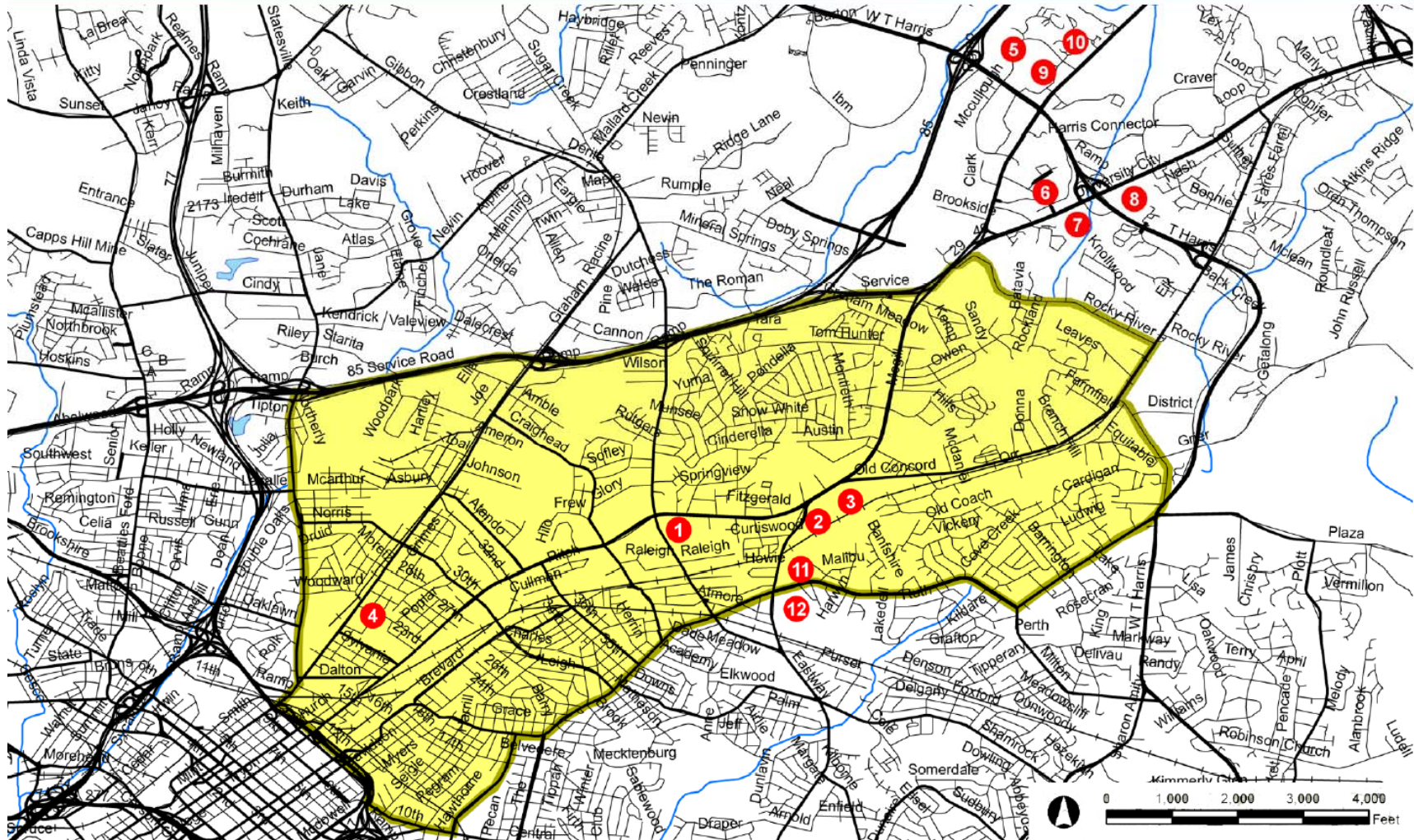
Table 25: Existing Retail Centers, N. Tryon Non-Study Area, March 2007

Map Key	Name	Location	Year Built	Total			Vac. Rate	Quoted Rent	Anchors
				Square Feet	Vacant Sq. Ft.				
5	Village @ University Place	8709 J.W. Clay Blvd.	1996	566,850	40,000	7.1%	\$25.00	WalMart, Sam's Club, Dick's Sporting Goods, Best Buy, Michaels, Office Depot, T.J Maxx, Pier 1 Imports	
6	Commons at Chancellor Park	8101 University City Blvd	1995	310,000	5,600	1.8%	\$16.00	Home Depot, Hobby Lobby, Circuit City, Value City, Marshalls	
7	Chancellor Commons	8120 University City Blvd	2000	300,000	0	0.0%	N/A	Lowe's, Target, PetSmart, Office Max, World Market	
8	Town Center Plaza	8514 University City Blvd	1984	186,500	7,500	4.0%	\$23.50	Harris Teeter, Lifestyle Family Fitness	
9	Shoppes @ University Place	8931 JM Keynes Blvd.	2002	179,100	20,000	11.2%	\$25.00	Old Navy, Talbot's	
10	Mallard Pointe	9211 N. Tryon St.	1996	161,100	0	0.0%	\$24.00	Kohl's, Bloom	
11	Eastway Plaza	4525 The Plaza	1970	135,000	5,000	3.7%	\$5.50	Sav-A-Lot, CitiTrends, Fred's, Plaza Marketplace	
12	Shoppes @ CitiSide	4420 The Plaza	2002	75,500	2,000	2.6%	\$15.00	Bi-Lo	
Non-Study Area Total				1,914,050	80,100	4.2%	\$21.11		

Source: Warren & Associates, Karnes

Map 13:

 **Existing Retail Centers, Serving North Tryon Trade Area**



The overall retail center inventory contains 12 centers totaling 2.4 million square feet, of which 7.5% is vacant. The weighted average rent is \$17.20 per square foot.

4.3.3 Existing Retail Centers - Summary

As can be seen in Table 26, 80% of the nearly 2.4 million square feet of retail inventory serving the Trade Area is located outside of the N. Tryon Street Study Area. However, over 55% of the vacant retail space is located in the Study Area, almost all of which is at Shops at Tryon. Quoted retail rents for centers outside of the Study Area are more than double those at Study Area centers.

Table 26: Retail Centers Serving Trade Area, March 2007

Area	Total Square Feet	Vacant Square Feet	Vac. Rate	Quoted Rent
Study Area	480,350	99,400	20.7%	\$10.35
Non-Study Area	1,914,050	80,100	4.2%	\$21.11
Trade Area Total/Avg.	2,394,400	179,500	7.5%	\$17.20

Source: Warren & Associates, Karnes

4.3.4 Retail Trade Area Demographics

The Retail Trade Area was divided into six sub-areas in order to more accurately gauge retail demand in the N. Tryon Street corridor (Map 14). These subareas are based on roads, railroads, creeks and other barriers.

Sub-area 1, which includes the Druid Hills neighborhood, is noteworthy for the lowest share of population within the primary earning years of 25 to 54 at 41.9%, and the lowest median household income at \$26,048 (Table 27). Sub-area 2 contains the Tryon Hills apartments, and has the lowest owner-occupied housing share at 25.9%. Sub-area 6, which includes the Hampshire Hills neighborhood, has the highest share of wage-earner population at 48.7% and the highest median household income at \$54,926. Sub-area 5, with the Mecklenburg Acres and Autumnwood neighborhoods, has the highest owner-occupied housing share at 73%.

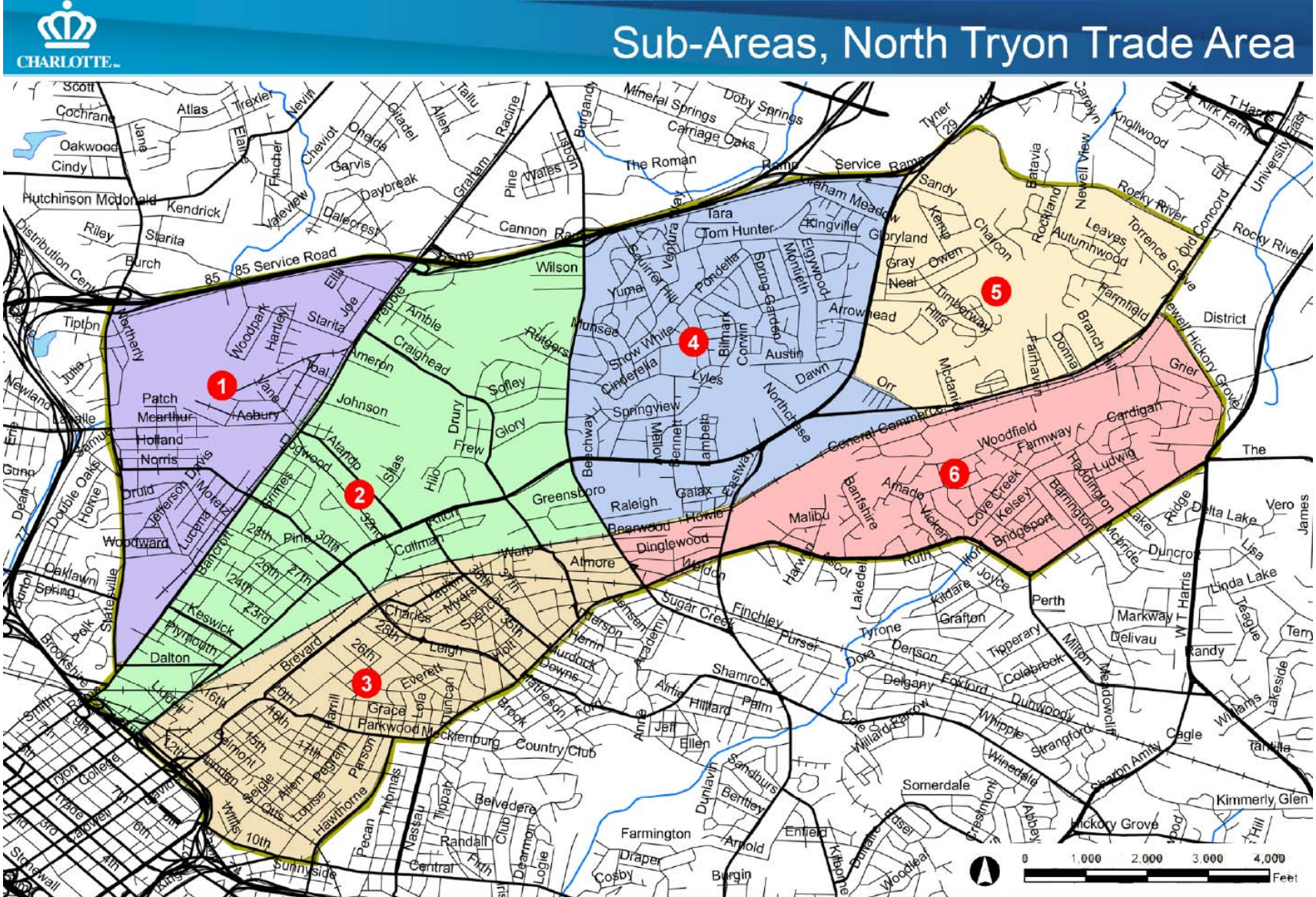
Table 27: Demographic Profile, Retail Trade Area & Charlotte, 2006

Subarea	Pop. % 25-54	Med. HH Income	Owner-Occupied Units %
1	41.9%	\$26,048	32.2%
2	45.1%	\$32,974	25.9%
3	42.3%	\$30,011	34.0%
4	45.9%	\$40,078	34.6%
5	47.4%	\$52,834	73.0%
6	48.7%	\$54,926	63.2%
City of Charlotte	44.6%	\$37,978	41.0%
Trade Area	47.4%	\$58,309	54.0%

Source: ESRI

Map 14:

Sub-Areas, North Tryon Trade Area



Compared to the City of Charlotte, the Trade Area as a whole has a lower share of population within the primary earning years of 25 to 54, a much lower median household income, and a much lower percentage of owner-occupied housing units. The Trade Area had a 2006 estimate of 62,390 residents, an increase of 4,571 people or 7.9% from 2000 (Table 28). Only Sub-area 1, which is the smallest Sub-area, lost population over the six-year period. Sub-area 6 posted the strongest growth in absolute (3,039) and percentage terms (11.9%). Sub-area 4, including the Hidden Valley neighborhood, added the second-highest number of new residents at 1,140.

**Table 28: Population Trends,
N. Tryon Retail Trade Area, 2000-2006**

Subarea	2000	2006	Change, 00-06	
			Number	%
1	2,135	2,078	-57	-2.7%
2	5,559	5,575	16	0.3%
3	8,331	8,430	99	1.2%
4	13,363	14,503	1,140	8.5%
5	2,907	3,241	334	11.5%
6	25,524	28,563	3,039	11.9%
Total:	57,819	62,390	4,571	7.9%

Source: ESRI

The Trade Area experienced a 9.2% increase in households between 2000 and 2006, slightly above the population growth rate due to shrinking household sizes (Table 29). Like population, only Sub-area 1 lost households and Sub-area 6 added the most households.

**Table 29: Household Trends,
N. Tryon Retail Trade Area, 2000-2006**

Subarea	2000	2006	Change, 00-06	
			Number	%
1	767	754	-13	-1.7%
2	2,111	2,146	35	1.7%
3	2,758	2,860	102	3.7%
4	4,532	4,859	327	7.2%
5	1,090	1,246	156	14.3%
6	9,317	10,610	1,293	13.9%
Total:	20,575	22,475	1,900	9.2%

Source: ESRI

Average household income is a primary determinant of expenditure potential. Average household incomes in 2006 ranged from \$31,905 in Sub-area 1 to \$64,382 in Sub-area 6 (Table 30). The weighted average household income for all six sub-areas was \$54,432 in 2006, 67% less than \$90,972 for Mecklenburg County. All sub-areas exhibited increases exceeding 15% during the six-year period. The most notable increase was 26.4% for Sub-area 6.

**Table 30: Avg. Household Income Trends,
N. Tryon Retail Trade Area, 2000-2006**

Subarea	2000	2006	Change, 00-06	
			Number	%
1	\$27,304	\$31,905	\$4,601	16.9%
2	\$34,989	\$42,592	\$7,603	21.7%
3	\$33,043	\$39,639	\$6,596	20.0%
4	\$39,445	\$48,177	\$8,732	22.1%
5	\$53,146	\$62,077	\$8,931	16.8%
6	\$50,926	\$64,382	\$13,456	26.4%

Source: ESRI

The total household income for the Trade Area reached an estimated \$1.2 billion in 2006, up 36.4% from \$897 million in 2000 (Table 31). Sub-area 6 increased by \$208 million, accounting for 64% of the aggregate growth. Sub-area 4 increased by \$55 million.

**Table 31: Total Household Income Trends,
N. Tryon Retail Trade Area, 2000-2006**

Subarea	2000	2006	Change, 00-06	
			Number	%
1	\$20,942,168	\$24,056,370	\$3,114,202	14.9%
2	\$73,861,779	\$91,402,432	\$17,540,653	23.7%
3	\$91,132,594	\$113,367,540	\$22,234,946	24.4%
4	\$178,764,740	\$234,092,043	\$55,327,303	30.9%
5	\$57,929,140	\$77,347,942	\$19,418,802	33.5%
6	\$474,477,542	\$683,093,020	\$208,615,478	44.0%
Total:	\$897,107,963	\$1,223,359,347	\$326,251,384	36.4%

Source: ESRI

Given the lack of retail development in the Trade Area over the last six years, the increase in household spending resulting from the \$326 million gain in total income is supporting stores in peripheral locations. Retail centers in the University area have been the obvious recipient of this “leakage” from the Trade Area.

4.4 Residential Trends

4.4.1 For Sale

The Study Area includes eight residential neighborhoods. The neighborhoods remain fairly stable, with steady appreciation over the last decade. Some renovation and investor activity has taken place, especially in areas adjacent to NoDa and close to Uptown, but it is not occurring at the same pace as in other parts of Charlotte. Given the area's character, price point, and adjacency to Uptown, further improvement in housing conditions is feasible. However, measurable residential reinvestment will require public investment in amenities and improved shopping opportunities.

New construction residential product is very limited in the Study Area (Table 32). Two communities, Alexander Park by Homelife Communities and Village of Rosedale by Regent Homes, offer value-priced single-family production-built houses. Pricing at these projects ranges from \$75 to \$90 per square foot. The homes are smaller in size than typical new construction single-family, which keeps price points below \$150,000.

In the Ritch Avenue neighborhood of the Study Area close to NoDa, a builder is constructing six to eight new houses. The houses are marketed as being in NoDa and are priced at \$155 to \$181 per square foot. The "retail" prices are over \$350,000, reflecting established NoDa momentum.

**Table 32: New Home Listings,
North Tryon Study Area, 2007**

Price	Size	Price/Sqft
\$131,404	1,564	\$84.02
\$130,131	1,745	\$74.57
\$126,706	1,564	\$81.01
\$125,396	1,396	\$89.83
\$123,425	1,396	\$88.41
\$120,290	1,351	\$89.04
\$118,050	1,351	\$87.38
\$409,000	2,636	\$155.16
\$353,000	1,946	\$181.40
\$181,934	1,661	\$109.53

Source: The Littlejohn Group

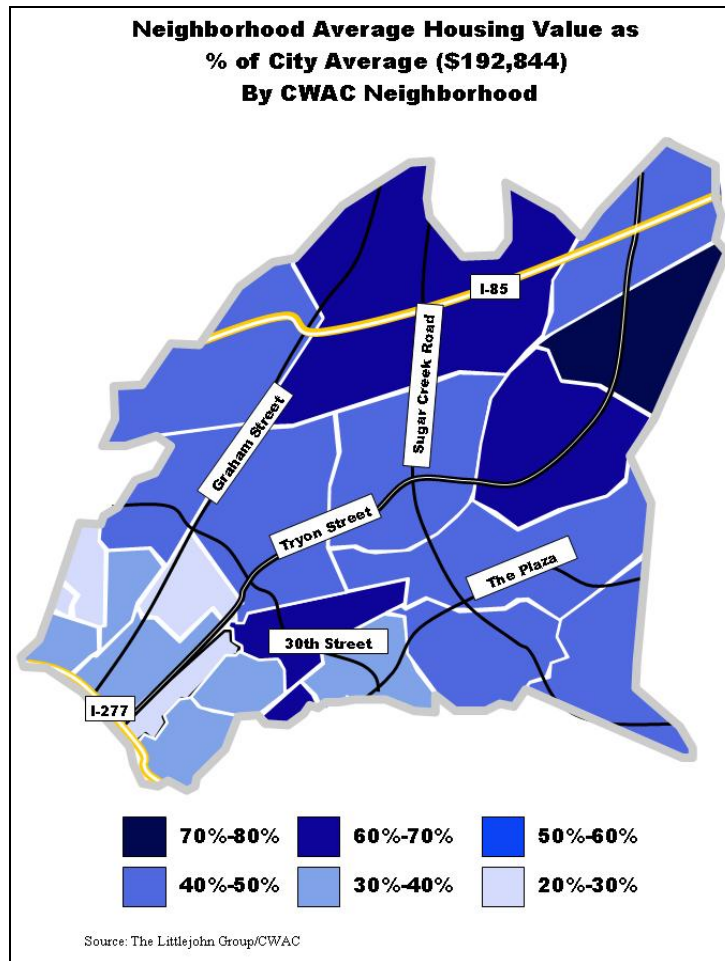
Resales in the Study Area vary greatly based on the condition of the home and location (Table 33). Neighborhoods closer to Uptown are generally achieving higher price points. A review of current resale listings shows a range of \$45 to \$130 per square foot, with retail pricing from \$49,900 for a tear-down to \$109,000 for a fixed-up house.

**Table 33: Resale Home Listings,
North Tryon Study Area, 2007**

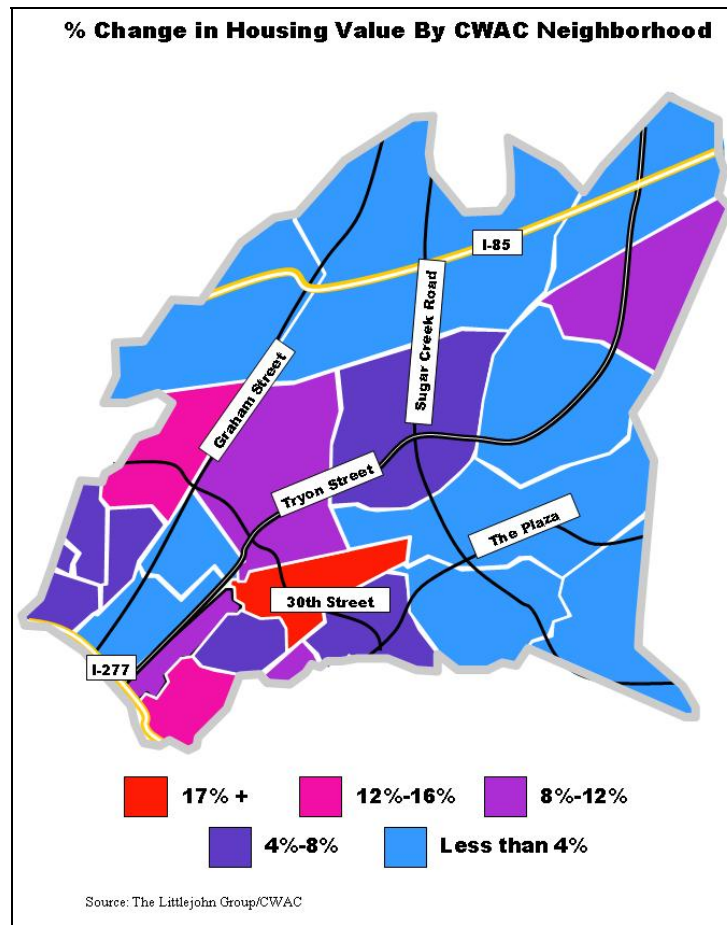
Price	Size	Price/Sqft
\$79,000	994	\$79.48
\$75,000	863	\$86.91
\$49,900	1,110	\$44.95
\$49,900	946	\$52.75
\$109,000	840	\$129.76
\$99,999	1,000	\$100.00
\$77,133	958	\$80.51

Source: The Littlejohn Group

In the Study Area, the average housing tax value is well below the City of Charlotte average of \$192,844. Aging housing stock, comparatively smaller square footage, and fewer amenities all contribute to this lagging value. The lowest housing tax values are closer to Uptown, with pockets of higher tax values in neighborhoods near NoDa where gentrification and renovation are occurring.



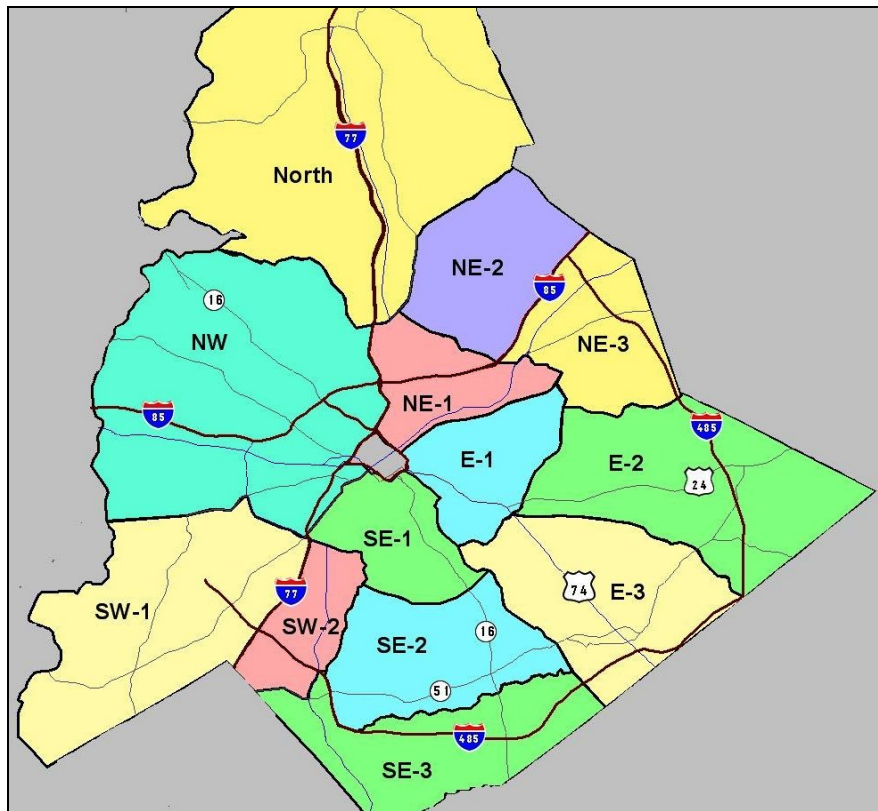
Housing value growth is increasing throughout the Study Area, with the strongest growth occurring close to Uptown south of Tryon Street and east of Sugar Creek Road. This trend is particularly notable in the NoDa area.



4.4.2 Apartments

The Study Area is located in the Northeast-1 (NE-1) submarket. This area is characterized by communities constructed in the 1950s and 1960s. The largest apartment community in the Study Area is the 257-unit Tryon Hills occupying 28 acres north of N. Tryon Street between 24th and 30th streets.

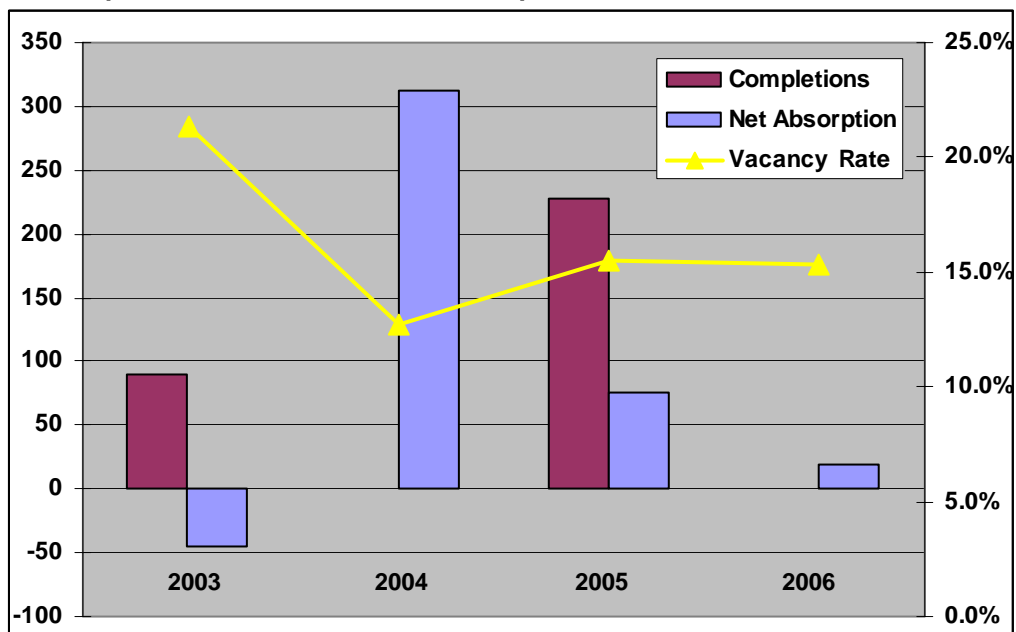
The following statistics do not include the Highland Mill or recently completed Alpha Mill communities, both of which are located in the East-1 submarket. These communities are both doing very well in terms of occupancy. Alpha Mill commands a higher rent per square foot than Highland Mill primarily because of its closer proximity to downtown Charlotte.



Mecklenburg County Apartment Submarkets

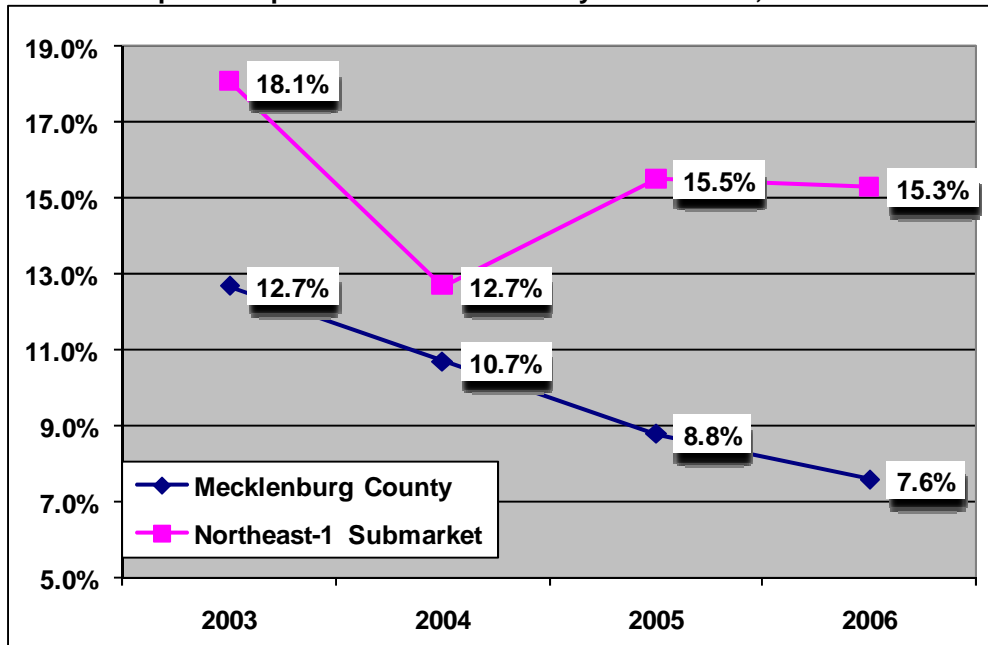
The Northeast-1 submarket improved from 21.3% vacant in 2003 to 15.3% vacant in February 2007 (Graph 15). This improvement was inadequate to support new development. Any vacancy rate above 8% discourages apartment lenders and investors. It should be noted, however that much of the February vacancy was attributable to Tryon Hills, where a new owner has since improved occupancy.

Graph 15: Northeast-1 Submarket Apartment Market Trends, 2003-2006



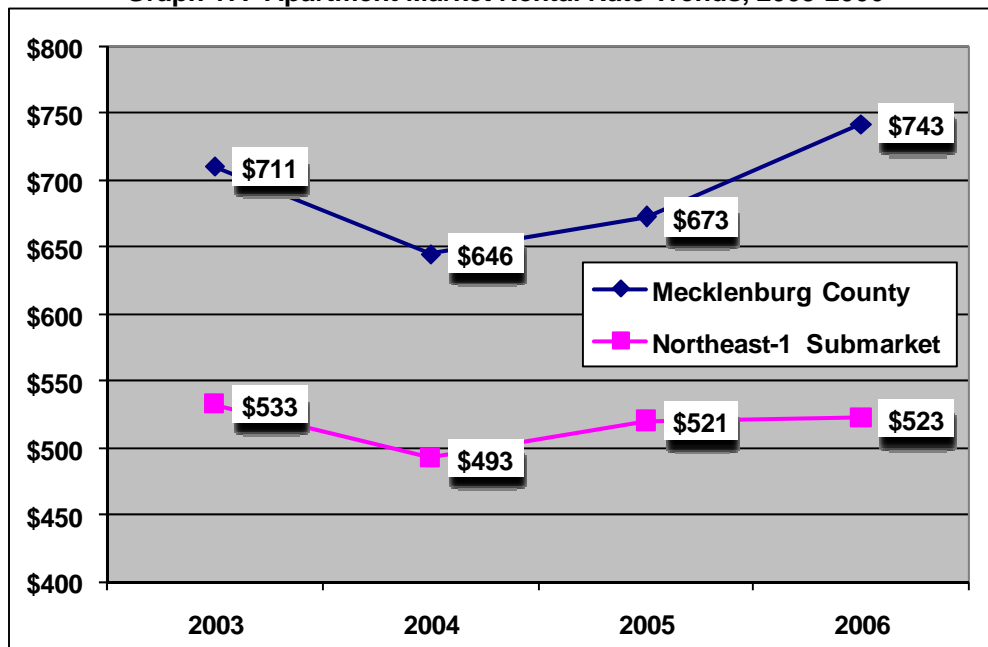
The Northeast-1 vacancy rate has been higher than the Mecklenburg County rate for the last four years (Graph 16). The most recent 15.3% rate in February was more than double the 7.6% rate for Mecklenburg County.

Graph 16: Apartment Market Vacancy Rate Trends, 2003-2006



The average apartment rent was \$523 in the Northeast-1 submarket in February, 42% less than \$743 for Mecklenburg County (Graph 17). Over the last few years, rental rates have been escalating for both areas, although more rapidly for Mecklenburg County.

Graph 17: Apartment Market Rental Rate Trends, 2003-2006



5. Real Estate Market Forecasts

Based on the proposed public and private investments and real estate market trends, commercial and residential forecasts were generated for the N. Tryon Study Area. These forecasts were divided by segment and timeframe, and represent net new square footage or units that could be supported. The short-term can range anywhere from five to eight years (by 2015), while the long-term could be between eight and 15 years (by 2022).

5.1 Industrial

A total of 300,000 to 400,000 square feet of both multi- and single-tenant industrial space could be added within the Segment One boundaries, split evenly between the short- and long-term planning horizons (Table 34). Another 100,000 to 120,000 square feet could be supported within Segment Two, again split equally between the short-term and long-term. Based on a floor area ratio (FAR) of 0.25, this new building inventory would require between 37 and 48 acres of land.

**Table 34: Industrial Square Feet Demand Forecast,
N. Tryon Study Area, Short- And Long-Term**

Segment	Short-Term	Long-Term	Total	Floor Area Ratio	Gross Acres
One	150,000-200,000	150,000-200,000	300,000-400,000	0.25	28-37
Two	50,000-60,000	50,000-60,000	100,000-120,000	0.25	9-11
Total	200,000-260,000	200,000-260,000	400,000-520,000	0.25	37-48

Note: Assumes light rail service is post-2012.

Source: Warren & Associates

Most of the industrial space should be focused along the Norfolk-Southern railroad lines, with access from N. Tryon or Graham streets, 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 N. Brevard Street should have minimal impact on the development of new industrial space because of site limitations (inadequate depths).

5.2 Office

Office development in the N. Tryon Street corridor is gaining momentum, mainly a result of spillover demand from downtown Charlotte. A total of 300,000 to 400,000 square feet of new office space could be supported within the Study Area, almost 60% of which would emerge in the long-term (Table 35). Similar to industrial development, most of the new office inventory would be focused in Segment One, taking advantage of the close proximity to a tight office market in downtown Charlotte.

Table 35: Office Square Feet Demand Forecast, N. Tryon Study Area, Short- And Long-Term

Segment	Short-Term	Long-Term	Total	Floor Area Ratio	Gross Acres
One	120,000-150,000	150,000-200,000	270,000-350,000	0.35	18-23
Two	10,000-20,000	20,000-30,000	30,000-50,000	0.35	2-3
Total	130,000-170,000	170,000-230,000	300,000-400,000	0.35	20-26

Note: Assumes light rail service is post-2012.

Source: Warren & Associates

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 N. Tryon Street between Keswick Avenue and 28th Street
- Along Dalton Avenue between N. Tryon and Graham streets

5.3 Retail

An additional 275,000 to 375,000 square feet of retail occupying 21 to 29 acres is forecasted for the N. Tryon Study Area, 45% of which could take place in the short-term and 55% in the long-term (Table 36). About 70% of the new retail space could be located in Segment One, which is currently considered underserved. Segment Two is primarily developed with older retail uses along N. Tryon Street that could be redeveloped, particularly at Asian Corners.

Table 36: Retail Square Feet Demand Forecast, N. Tryon Study Area, Short- And Long-Term

Segment	Short-Term	Long-Term	Total	Floor Area Ratio	Gross Acres
One	100,000-125,000	100,000-125,000	200,000-250,000	0.30	15-19
Two	25,000-50,000	50,000-75,000	75,000-125,000	0.30	6-10
Total	125,000-175,000	150,000-200,000	275,000-375,000	0.30	21-29

Note: Assumes light rail service is post-2012.

Source: Warren & Associates

The most appropriate location for new retail uses along the corridor is the intersection of N. Tryon and 30th streets, because of its convenient access to diverse neighborhoods such as Tryon Hills, Optimist Park, NoDa. This is the primary four-way intersection in Segment One, 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 Moretz Avenue. In-fill retail uses and redevelopment opportunities exist along N. Tryon between Craighead and Old Concord roads.

5.4 Residential

5.4.1 For-Sale

At this time, the N. Tryon Street corridor 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, Segment One could support 150 to 175 units, given competitive product and pricing (Table 37). This is mainly due to proximities to the strong housing markets in NODA and Center City. Segment Two could not support new housing product due to market and infrastructure constraints. Over the long-term, as public improvements and private investments create momentum, Segment One could support another 225 to 250 residential units. As Segment One grows, demand will spill over to Segment Two, creating an environment supportive of 75 to 125 new for-sale units.

**Table 37: For-Sale Housing Forecast,
N. Tryon Study Area, Short- And Long-Term**

Segment	Short-Term	Long-Term	Total	Average Density	Gross Acres
One	150-175	225-250	375-425	8	47-53
Two	0	75-125	75-125	8	9-16
Total	150-175	300-375	450-550	8	56-69

Note: Assumes light rail service is post-2012.

Source: Warren & Associates

5.4.2 Apartments

The rental housing market in the N. Tryon Study Area has been fairly stable for the last five years, with the exception of the Tryon Hills community located west of N. Tryon Street between 24th and 30th streets. This community was only 70%-75% occupied prior to its sale in early 2007. The new owners have successfully increased occupancy, indicating continued demand for apartments in Segment One of the Study 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 Study Area, split evenly between the short-term and the long-term (Table 38). Nearly 70% of the new units would be located in Segment One, taking advantage of the proximity to downtown Charlotte amenities and potential redevelopment of the Tryon Hills apartments.

**Table 38: Apartment Forecast,
N. Tryon Study Area, Short- And Long-Term**

Segment	Short-Term	Long-Term	Total	Average Density	Gross Acres
One	250-300	250-300	500-600	17	29-35
Two	100-150	100-150	200-300	17	12-18
Total	350-450	350-450	700-900	17	41-53

Note: Assumes light rail service is post-2012.

Source: Warren & Associates

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 N. Tryon Study Area include land surrounding future light rail transit stations at 27th and 36th streets, as well as Sugar Creek Road. Other opportunities include 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 N. Tryon between Craighead and Sugar Creek roads.

5.5 Forecast Summary

5.5.1 Commercial

Table 39 summarizes the commercial development forecast for the N. Tryon Study Area. In total, approximately 975,000 to 1.3 million square feet of commercial space could be built over the long-term. About 40% of the space would be industrial, 31% would be office, and 29% retail. The new development would occupy between 78 to 103 acres, using an average FAR of 0.29.

Table 39: Commercial Development Forecast, N. Tryon Study Area, Short- And Long-Term

Type	Short-Term	Long-Term	Total	Floor Area Ratio	Gross Acres
Industrial	200,000-260,000	200,000-260,000	400,000-520,000	0.25	37-48
Office	130,000-170,000	170,000-230,000	300,000-400,000	0.35	20-26
Retail	125,000-175,000	150,000-200,000	275,000-375,000	0.30	21-29
Total	455,000-605,000	520,000-690,000	975,000-1,295,000	0.29	78-103

Note: Assumes light rail service is post-2012.

5.5.2 Residential

In terms of residential development, between 1,150 and 1,450 total residential units are forecasted in the N. Tryon Study Area over the long-term (Table 40). About 44% of the units are expected in the short-term, with the other 56% in the long-term. Between 60% and 62% of the new residential product would be apartments, and 38% to 40% would be for-sale single-family houses, townhouses, or condominiums. Most of the for-sale units would be developed in the long-term, after apartments validate the market.

Table 40: Residential Development Forecast, N. Tryon Study Area, Short- And Long-Term

Type	Short-Term	Long-Term	Total	Floor Area Ratio	Gross Acres
For Sale	150-175	300-375	450-550	8	56-69
Apts.	350-450	350-450	700-900	17	41-53
Total	500-625	650-825	1,150-1,450	12	97-122

Note: Assumes light rail service is post-2012.

At an average density of 12 units per acre, the forecasted units would occupy between 97 and 122 acres. The for-sale units are expected to average about eight units per acre, while the apartments would average 17 units per acre.

7. Land Use Recommendations

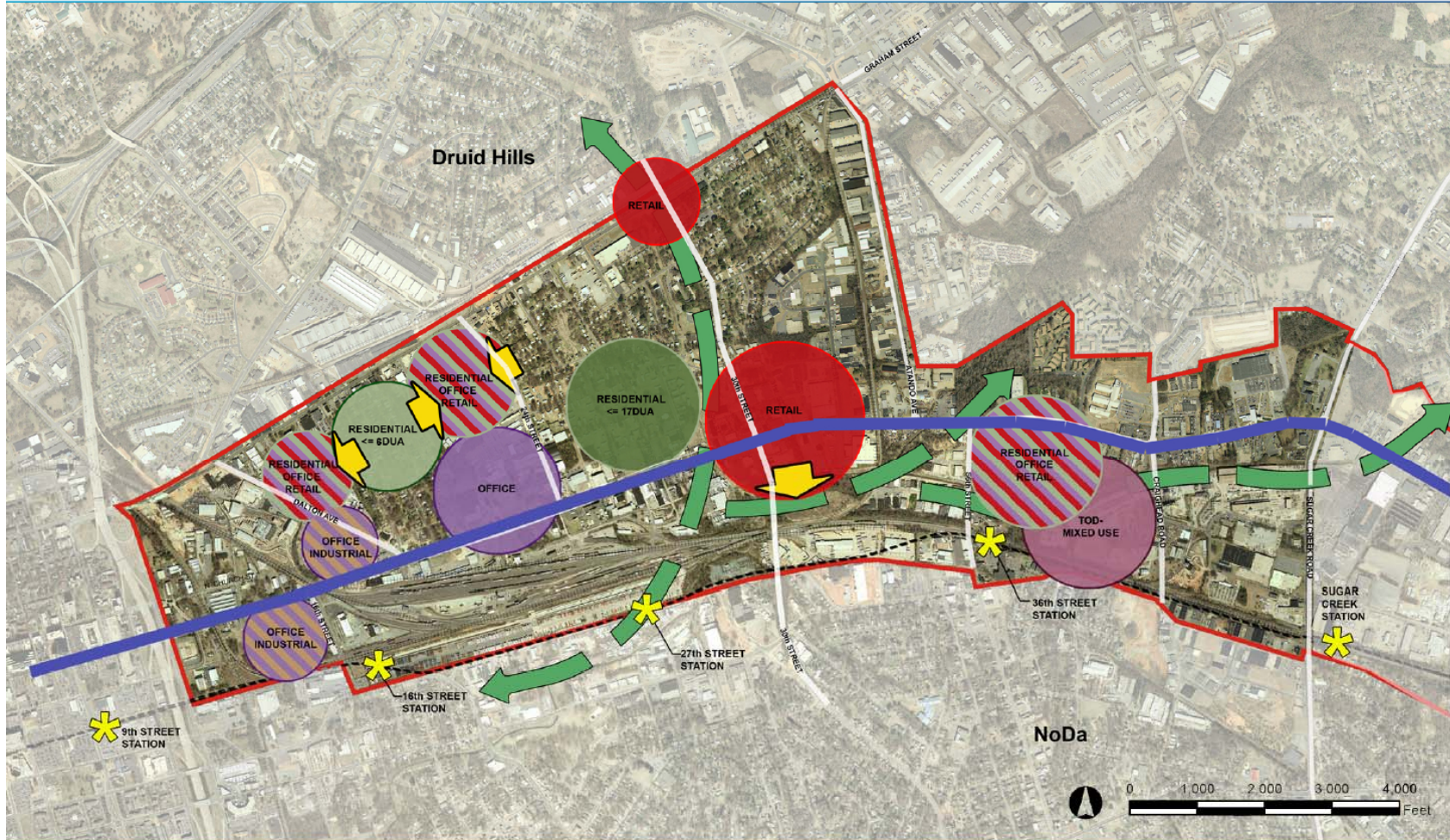
7.1 Concept Plan

The initial concept plan shown in Map 17 provides the basis for the more detailed land use recommendations. The initial concept plan identifies 11 areas of activity (shown as circles on the map) including retail, office industrial, residential, mixed-use, or a combination thereof. The amount of activity is represented by the size of each area's circle.

Map 17:



Concept Plan of Big Ideas

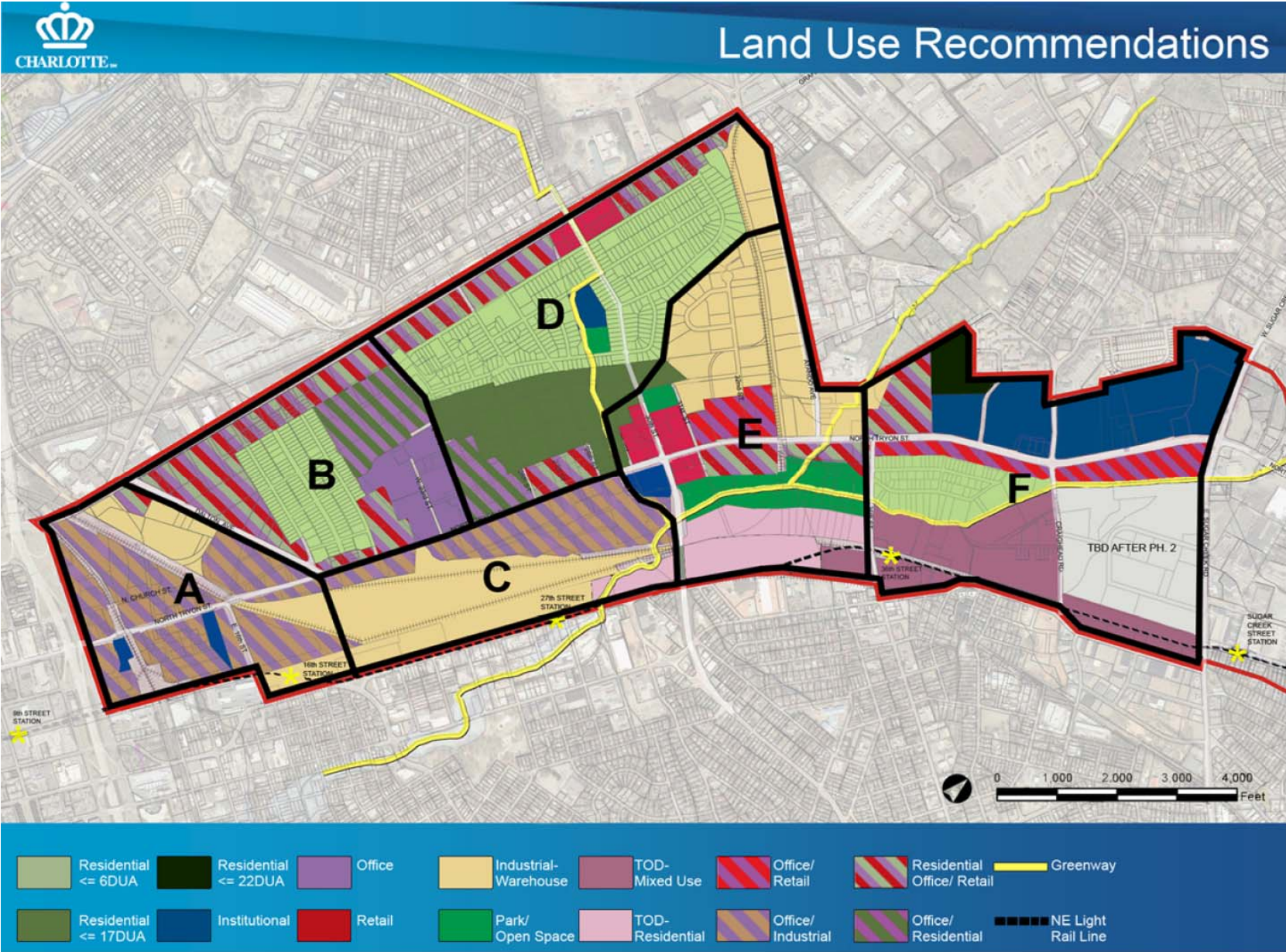


7.2 Proposed Land Use Plan

The I-277 loop has historically been the physical and psychological barrier to development pushing out of the urban core in a northerly direction on the N. Tryon Corridor. This aging corridor has had little market forces or catalyst developments that have spurred much more than incremental change.

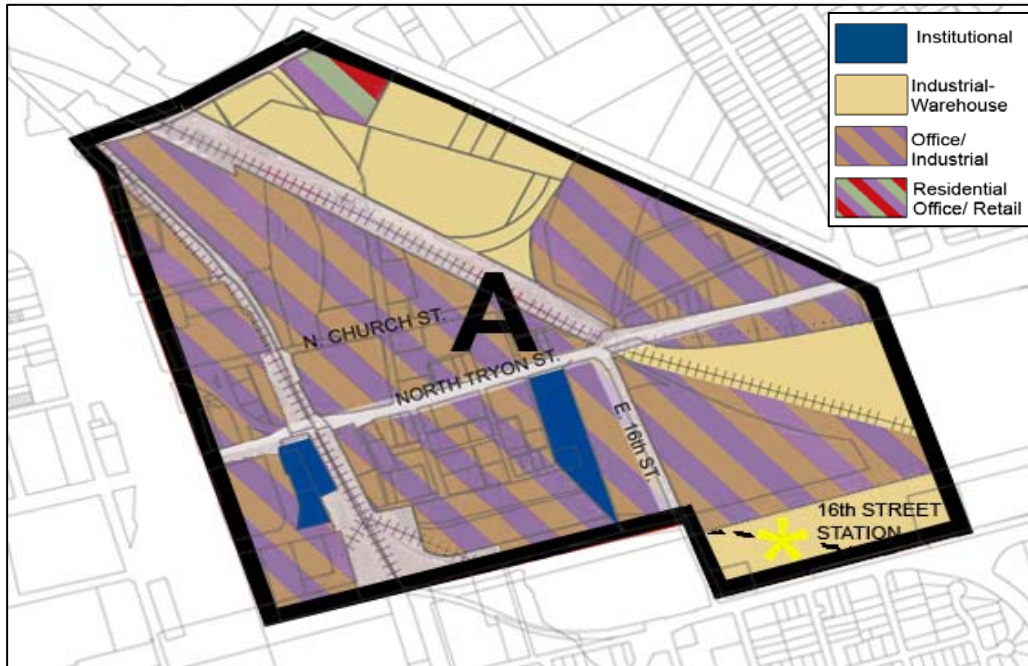
However, rapidly escalating land values and extremely low office vacancy rates within the loop have resulted in an increase of interest in the corridor, and with the recent push in residential and retail development within the NoDa neighborhood and the proposed extension of the light rail line, and the future of the corridor appears to be ripe for growth and opportunity (Map 18).

Map 18:



7.2.1 Land Use Area A

Area A straddles both sides of North Tryon Street, and is generally bounded by I-277, Graham Street, Dalton Avenue, Davidson Street and the railroad tracks. Catalyst Site 1 covers much of the land within Area A. Development constraints include the existing Norfolk Southern Railroad, whose lines bisect properties on both sides of N. Tryon Street, the Uptown Men’s Shelter and Urban Ministries facility.



Current land uses within this area are predominately industrial on both sides of N. Tryon. They currently include a number of disparate uses including a Mini Storage facility, the Shelter/Ministry, a U-Haul truck and storage facility and a variety of decrepit buildings. There is no sense of order to the streetscape. N. Tryon is at its narrowest dimension with broken sidewalks immediately adjacent to the curb and little street tree canopy. There are two railway overpasses in this section that limit visibility to the remainder of the corridor.

This portion of the study area is closest to downtown Charlotte and therefore influenced by this relationship. Area A has more distinct short-term and long-term opportunities than anywhere else within the study area. Current market conditions support increased office and light industrial opportunities while reducing and restricting further heavy industrial. Long-term future opportunities arise for residential uses as the area transitions with the development of the 16th Street light rail station. Fundamental to the successful transition to residential will be the relocation of the Uptown Men’s Shelter and Urban Ministries facilities.

Land Use Recommendations:

In the short-term land uses on both sides of N. Tryon within this area are focused toward a combination of office and light industrial development. 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 long term opportunity for the east side has a strong potential for high density residential to be located on the north side of 16th Street (or both sides) and south of the existing freight line.

West Side of North Tryon:

- Locate higher density, pedestrian-oriented flex and or office uses fronting North Tryon Street.
- Provide pedestrian access to the street.
- Avoid blank architectural walls of more than 20’ fronting the street.
- Create buildings with ornamentation and architectural character.
- If the use of the building, i.e. 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 etc from view by pedestrians.
- Retain a limited amount of existing industrial off Dalton Avenue. The existing industrial uses are viable employment concentrations and contribute to the commercial tax base.
- Dalton Avenue serves as the transition point between the flex and light industrial uses to the south and the proposed residential, office, and retail uses within and surrounding the Lockwood neighborhood in Land Use Area B.

East Side of North Tryon:

In keeping with the west side of N. Tryon develop the east side with similar design characteristics such as building relationship to the street to create rhythm and order.

- Develop with higher-density, pedestrian-oriented flex and office uses fronting North Tryon Street and along internal street networks.
- The Uptown Men’s Shelter and Urban Ministries facilities are to remain in the short term.
- Create additional contiguous land and provide internal street connectivity through purchase or acquirement of an easement at the rear of the Uptown Men’s Shelter property.
- Locate a limited amount of pedestrian oriented and local serving retail in the vicinity of N. Tryon and 16th Streets. The retail can be located in either the ground floor of a mixed use building – office on the 2nd floor or as free standing retail.
- Improve the streetscape of 16th street by providing curb and gutter, a planting strip, street trees and sidewalks.
- Pedestrian access from N. Tryon St. to the proposed 16th street light rail station located near the intersection of Parkwood and 16th Street will be challenging due to the seven individual railroad lines that one would be required to traverse to access the station. If development transitions to residential within portions of area A and complements the residential within Optimist Park, the perception of this distance and aesthetic may lessen.
- Long term future opportunities arise in this area for increased residential and Transit Oriented Development when consideration is given to the relocation of the Men’s

Uptown Shelter and Urban Ministries facilities along with the physical location of the light rail line.

Supporting Street Network:

- The existing internal local street system is limited on both sides of N. Tryon St.
- In order to provide increased higher density land use, develop an internal, interconnected network of local streets throughout the area.
- Purchasing or acquirement of an easement at the rear of the Uptown Men’s Shelter property will create more contiguous land and provide the opportunity for an increased street network that connects to 16th street.

7.2.2 Land Use Area B

Area B is located on the west side of North Tryon Street, and is bounded by Dalton Avenue, Graham Street, 24th, and North Tryon Street. Current land uses within this area range from limited retail, industrial to residential, limited office including WSOC Radio and TV facilities and City North Business Center. Catalyst Site 2 is located within Land Use Area B.



The heart of this area is Lockwood, a viable single-family neighborhood, with predominantly small bungalow style homes situated along tree lined streets. The preservation of this neighborhood is vital to the corridor and the study’s larger vision of a vibrant, successful area with a mixture of complementary land uses.

The focus for Area B includes the stabilization of Lockwood by protecting its edges from further erosion by predominately industrial uses. It is also vital to create compatible land use adjacencies that re-knit the neighborhoods of Graham Heights, Tryon Hills and Lockwood. This would include providing an interconnected street network that offers the pedestrian, cyclist and vehicle an alternative to travelling on N. Tryon St.

Land Use Recommendations:

- Restrict further industrial land uses in this area.
- Transition from primarily light industrial uses to a mix of residential/office/retail uses.
- Strengthen the Lockwood neighborhood and preserve its stability by restricting further encroachment of non-residential development or zoning.
- Encourage infill within the neighborhood of single family or duplex units on vacant lots.
- The architectural character of new residential should reinforce the appearance of the existing.
- Recommend appropriate buffers and screening between the residential and non-residential uses (existing and future development.)
- Create a distinct primary entrance/gateway to the Lockwood neighborhood.
- Recommend a mix of office, retail and residential between N. Tryon St. and Lockwood, serving as a buffer between the street and the neighborhood.
- Concentrate Office and retail along N. Tryon.
- Support the burgeoning office market surrounding the Tryon North Business Center and the WSOC station by allowing the development of contiguous office uses between 23rd and 24th Streets.
- Promote the transition of light industrial uses along N. Graham Street to local retail and office uses.
- The redevelopment of the current Eckerd property and the Hercules facility in Eighteen Thirty Industrial Park will impact the timing of land use transitions along N. Graham Street.
- Recommend a combination of office and higher density residential uses to the north of Lockwood to re-knit neighborhood with Graham Heights and Tryon Hills.
- The land use vision west and south of Lockwood is residential, office, and retail, which act as both neighborhood services and transitional buffers between the Lockwood residential community and surrounding industrial uses.

Supporting Street Network:

- Develop an interconnected network of streets and sidewalks within Area B to promote internal connectivity between the neighborhoods while promoting a higher density of land use.
- Recreate local street and pedestrian connections as feasible between Lockwood and Graham Heights, Tryon Hills Neighborhoods. Currently there is no internal vehicular access between these neighborhoods. Access exists only off N. Graham and N. Tryon Streets.

7.2.3 Land Use Area C

Area C is located on the east side of N. Tryon Street. It is bounded by Brevard Street, 30th Street, the southern boundary of the existing postal facility, and the northern boundary of Land Use Area A. A portion of Catalyst Site 2 is located within this area.



This portion of the study area is dominated by the Norfolk Southern Railroad freight yard, its intermodal facility, and the existing Amtrak Station. The Amtrak station is proposed to be relocated to W. Trade Street near Gateway Village. The relocation of this facility results in the option for multiple buildings to be layered toward the remaining rail rather than singular linear development only fronting N. Tryon St. Additionally, the Norfolk Southern Intermodal off-site trailer storage is proposed to relocate to the Charlotte Douglas International Airport. This relocation allows development to be considered between Brevard Street and the rail line.

This portion of the study area is challenging due to the large amount of land area given over to rail usage and the resulting dimension of the remaining land. The focus of this area is to identify land uses that are compatible with the industrial character of a rail service yard and contribute to the vision of the corridor as a whole. The success of the existing City North Business Center influences the uses as does the proposed 16th Street light rail station. The location of the station is proposed at the intersection of 16th and Brevard Streets. The final location is yet to be confirmed.

Land Use Recommendations:

Similar to Land Use Area A there are potential short-term and long-term development opportunities as related to the physical location of the 16th Street light rail station and line.

- Recommend the transition from strictly industrial fronting N. Tryon St to a combination of office and light industrial. An office component would complement

the proposed land uses on the west side of N. Tryon St. while the industrial creates a compatible transition between an office use and the Norfolk Southern Rail yard.

- Orient the higher density, pedestrian oriented office uses fronting N. Tryon St, while locating warehouse at the rear.
- Architecture should be diverse but complementary in mass and height.
- Create buildings with ornamentation and character and no more than 20' of blank walls fronting the street.
- Buildings should front the street where possible with parking in the rear.
- Provide clear visual and physical access for the pedestrian from the public sidewalk into the buildings.
- Locate all service areas and dumpster/recycle containers at the rear of the building and screen from view. Cluster dumpster and recycle where possible.
- The relocation of the intermodal facility paralleling N. Brevard Street would allow for the possibility of transit-oriented uses near the proposed 16th and 27th Street light rail transit stations, particularly if the transit line shifts to the west. This would also complement development underway in the Optimist Park neighborhood and create synergy with the Alpha Mill apartment community located at 12th and Church Streets and the senior housing project currently under construction at 12th and Caldwell Streets.
- Buildings should be arranged or massed along Brevard Street to contribute to the creation of a streetscape.
- Transit-oriented (TOD) uses are recommended between the proposed 27th Street light rail station and 30th Street. A larger TOD site is also proposed for the north side of the 30th Street. Both TOD sites should primarily be focused with high-density residential.

Supporting Street Network:

Due to the linear nature of the area and Norfolk Southern Railway bisecting the site there is little opportunity to create additional public streets.

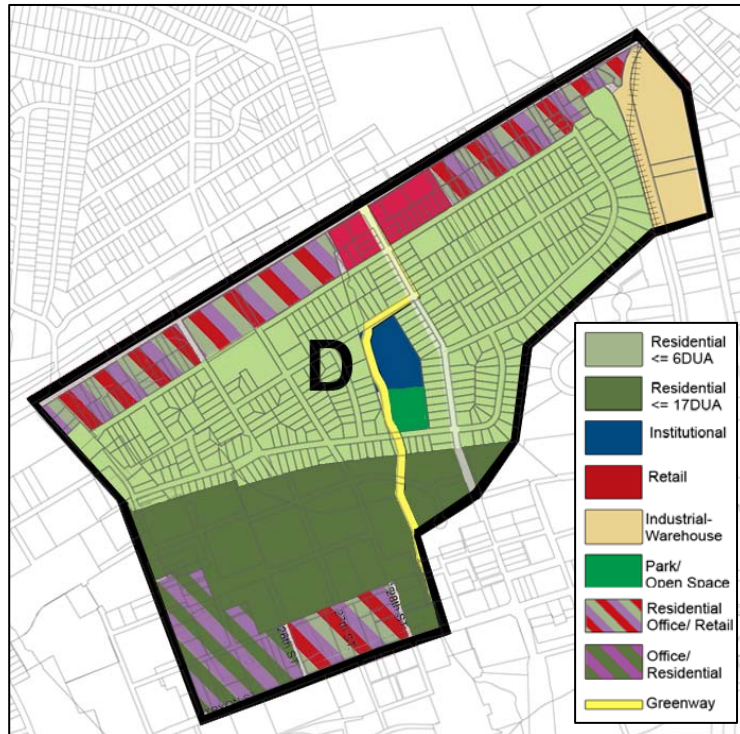
- Recommend site layouts for this area consider the option of a common drive shared between individual buildings to reduce the connection of multiple access points to N. Tryon St.
- Connect these primary access points with existing public streets where possible.

7.2.4 Land Use Area D

Land Use Area D is located on the west side of North Tryon Street. It is bounded by Graham Street, Atando Avenue, the southern boundary of the Graham Heights neighborhood, 29th Street, and N. Tryon Street.

The Graham Heights and Tryon Hills residential neighborhoods comprise the largest amount of acreage within Area D. Graham Heights is predominantly single family and similar in character to Lockwood, while Tryon Hills is a multi-family community consisting of 257 units. Although this area is predominantly residential, it has few recreational facilities or neighborhood services. Like the Lockwood neighborhood to the

south, the residential edges are being eroded by incompatible uses or uses that should have a distinct buffer between them.



The focus for Area D is to protect and improve the residential component while restricting incompatible uses. Create opportunity for local and neighborhood services to occur along Graham and N. Tryon Streets while contributing to the larger vision of a mix of uses along the corridor.

Land Use Recommendations:

- Encourage reinvestment of existing industrial areas, particularly along Atando Avenue, for continued provision of employment and contribution to the tax base.
- Preserve the existing Graham Heights and Tryon Hills neighborhoods by prohibiting further encroachment of non-residential development or zoning into those neighborhoods.
- Support the redevelopment of Tryon Hills with a higher density residential development. Blend the scale and setbacks with the existing residential.
- Provide covered front porches, and balconies and a varying architectural façade.
- Incorporate open green spaces within the development.
- Incorporate sidewalks within the development that connect with the public sidewalks and therefore the larger community.
- Maintain the existing Tryon Hills Park between 30th and 31st streets
- Maintain the existing Tryon Hills Pre-K school.
- Pursue development for a second neighborhood park, as part of the Tryon Hills redevelopment or within Graham Heights. Consider partnering with the existing Tryon Hills Pre-K School.

- 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 N. Graham Street. The Duke Power right-of-way is currently under consideration as part of the Mecklenburg County Parks and Recreation Comprehensive Master Plan.
- 30th and 28th Streets are primary cross-connector streets carrying traffic from outside the area. This creates the opportunity to provide neighborhood retail uses at the intersection of N. Graham and 30th Streets.
- Two – three story retail to front Graham and 30th streets with parking and service located in the rear and screened from pedestrian view.
- Provide pedestrian accessibility from within the neighborhood for ease of walking access for the residents to these uses.
- Create appropriate buffer to separate the uses and serve as a transition to residential.
- Locate a combination of office and residential uses or purely office at the northwest quadrant of 24th and N. Tryon streets.
- These uses serve as a compatible use between the office proposed to the south and a transitional use to the existing residential within Tryon Hills and Graham Heights.
- Provide a primary entrance into the Tryon Hills/Graham Heights community from N. Tryon St. with a mix of residential, office and retail, uses between 26th and 28th streets. This would give the neighborhood a street presence, making it more marketable for a variety of high-density residential uses.

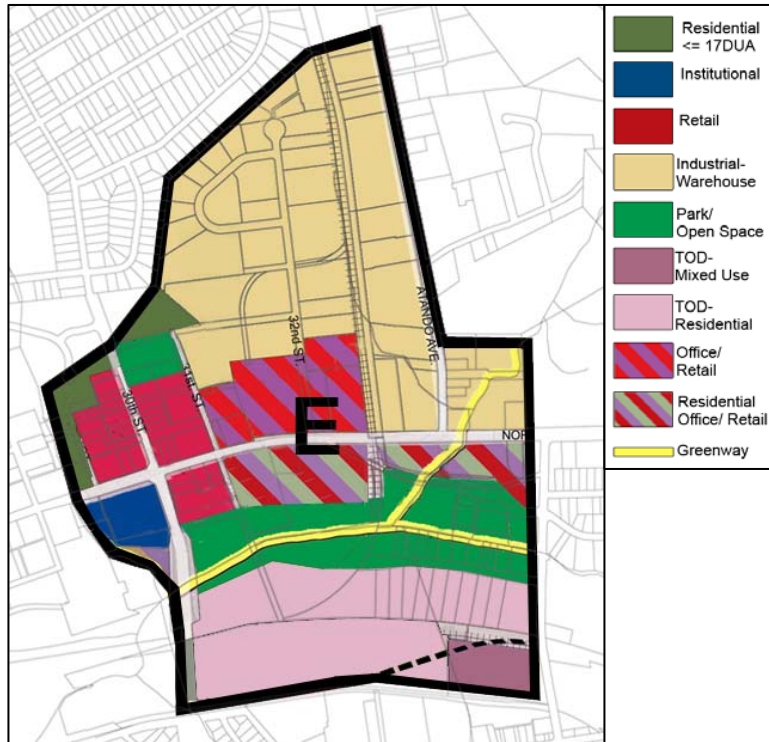
Supporting Street Network:

- There is little opportunity to create or contribute new streets to the public street network with the exception of the redevelopment of the Tryon Hills neighborhood.
- Reconnect to the existing street grid.
- Provide sidewalks with planting strip and street trees that allow residents within area D to walk comfortable to uses on N. Graham, N. Tryon and the Lockwood neighborhoods without having to use the major corridors as their only option.
- Primary access into the area will continue to come from N. Tryon and Graham Streets.
- 28th and 30th Streets are primary cross connectors within this area bringing traffic from outside the immediate area.
- 28th Street initiates at Statesville Rd, crosses Graham St. bisects Area D until it meets and crosses N. Tryon St. where it ends at the Norfolk Southern Rail Yard.
- 30th Street also initiates at Statesville Rd. crosses Graham St. bisects the area, crosses N. Tryon St. and continues into the NoDa neighborhood.

7.2.5 Land Use Area E

Area E straddles both sides of N. Tryon Street, and is generally bounded by Area D's boundary to the west, Atando Avenue and 36th Street to the north, Brevard Street to the east, and 30th Street to the south. Little Sugar Creek is east of N. Tryon Street and has a significant flood plain. While this is considered a development constraint, it also provides the opportunity to serve as a greenway amenity for proposed uses on both sides of the

creek. 30th Street is the major east-west arterial in Segment One of the N. Tryon Study Area. Catalyst Site 3 is proposed within Land Use Area D.



This portion of the study area is dominated by a significant amount of industrial uses, an active Norfolk Southern rail line, the presence of Little Sugar Creek and the proposed light rail with close proximity of the 36th Street Station. Within Segment One of the two-segment study area is 30th Street, a significant east – west arterial. Its intersection with N. 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. Additionally, the location of Little Sugar Creek and the proposed light rail line within Area E offer unique opportunities to front residential, office, retail and TOD residential uses on the greenway and light rail line while also fronting on a major street.

The focus of this area is to preserve the Industrial warehouse uses near Atando Avenue, to take advantage of the natural resource of Little Sugar Creek and the existing prominent intersection of 30th and N. Tryon Streets, and, finally, the development opportunities that coincide with the light rail line and station.

Land Use Recommendations:

- Retain the industrial/warehouse/distribution uses along Atando Avenue. These are viable uses that contribute to the tax base.
- Provide appropriate screening between the industrial uses and the existing residential land uses
- Transition to retail land uses in three of the four quadrants of the N. Tryon and 30th streets intersection. The existing postal facility in the southeast quadrant is

recommended 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.

- Recommend neighborhood retail at the intersection of N. Graham and 30th streets. Retail could be standalone or include office or residential built on top.
- Transition to adjacent residential with appropriate screen of buffer. Scale and mass of retail to consider relationship to single story homes.
- Transition land use to office/retail immediately west of and paralleling N. Tryon Street between 31st Street and the rail line spur. 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 N. Tryon Street.
- Breakdown the mass of the buildings both horizontally and vertically to provide for human scale and interest.
- Distinguish ground level design from upper stories.
- Encourage the development of Little Sugar Creek greenway on the east side of N. Tryon into a viable collection of pathways/trails that connect with the existing greenway. The greenway currently ends at Cordelia Park near the intersection of N. Davidson Street and Parkwood Avenue.
- The floodplain along Little Sugar Creek which parallels North Tryon Street allows for multiple buildings to be fronted on N. Tryon Street and the potential greenway.
- Transition land use from industrial to transit oriented mixed use development in the southeast quadrant if 36th Street and the Norfolk Southern railroad
- Transition the remainder of the properties east of Little Sugar Creek between 30th and 36th Streets from industrial to transit oriented residential development.
- Transition properties at the southeast corner of 36th Street to a mix of uses within a transit oriented development such as residential, service-oriented retail, civic, or office.

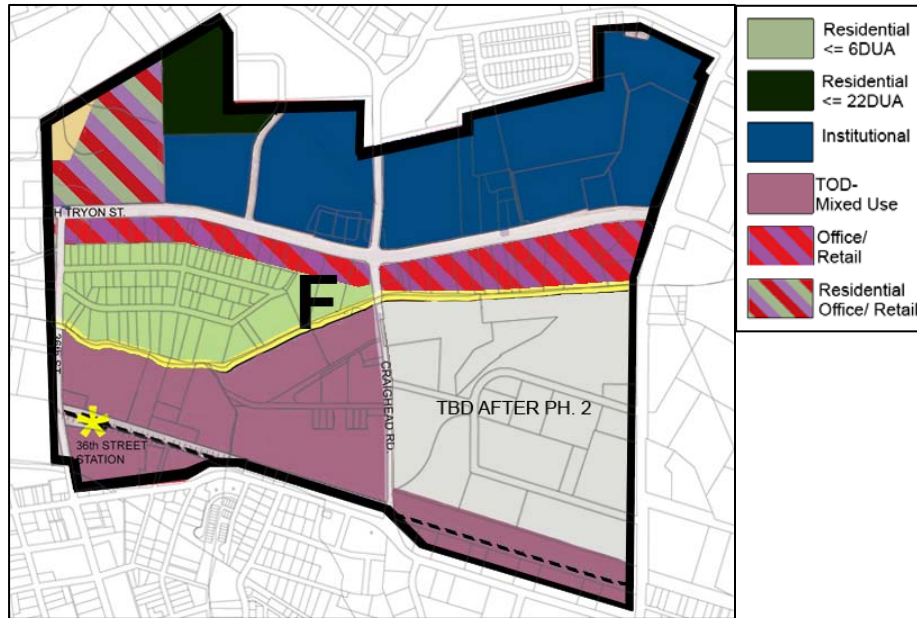
Supporting Street Network:

- There is little opportunity to provide additional public streets to the existing network on the west side of N. Tryon Street in within Area E.
- In order to provide higher density land use on both the west and east side of existing Little Sugar Creek, develop an internal, interconnected network of local streets.

7.2.6 Land Use Area F

Area F straddles both sides on N. Tryon Street, bounded by the study area limits to the west, Sugar Creek Road to the north, N. Davidson Street to the east and 36th Street to the south. Similar to Land Use Area E, industrial is the predominant existing land use for this area, followed by several large institutional uses to the west of N. Tryon Street. Little Sugar Creek equally divides the land uses east of N. Tryon Street, but is not considered a

development constraint. A small residential area exists behind Rosedale and north of 36th St. paralleling the creek. Catalyst Site 4 is located within this area.



There are seven contiguous institutional uses along the west side of North Tryon Street between Atando Avenue and Sugar Creek Road including: the Mecklenburg County Sheriffs’ Office/Alcohol and 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 N. Tryon Street, west of Little Sugar Creek, and immediately north of 36th Street. 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.

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 of the corridor. The proposed 36th Street light rail station provides a catalyst to transition current land uses to mixed transit oriented developments.

Land Use Recommendations:

- Preserve and expand the uses of Historic Rosedale. Currently the facility is under utilized by the immediate community and not recognized as an amenity for greater Charlotte. Increased programming by Historic Rosedale will increase its viability in the community, for the City of Charlotte and visitors alike.
- Transition the use of The Mecklenburg County Sheriffs’ Office/Alcohol and Beverage Control Board Headquarters into a residential, office and retail opportunity. Locate retail with office along N. Tryon St, transitioning to high density housing. Provide

appropriate buffers between these uses and Historic Rosedale. Consider pedestrian connection from residential to Rosedale.

- Preserve and maintain the Ritch Avenue neighborhood by matching the current single family density and do not allow encroachment of non-residential development into the neighborhood.
- The longevity of Ritch Avenue neighborhood will be strengthened by the Transition existing industrial land uses east of Little Sugar Creek to transit oriented mixed-use development. This adjacency will contribute to the longevity of the Ritch Avenue Neighborhood
- Recommend TOD – Mixed Use land uses between Little Sugar Creek, the existing rail line, Craighead Road, and 36th Street. This transition of land use is supported by the location of the light rail station and provides a logical and supportive sequence of land uses from the Ritch Avenue neighborhood to the NoDa community.
- Encourage a combination of office/retail land uses between the Ritch Avenue neighborhood and N. Tryon Street and between Craighead and Sugar Creek roads. These land uses will complement the recommended residential, office, and retail land uses in the southeast and northeast quadrants of N. Tryon and 36th streets.
- Provide a buffer between the uses and the residential area of Ritch Avenue.
- Maintain the current density of existing multi-family residential use (Woodview) immediately north of Historic Rosedale.
- Maintain the concentration of institutional uses along the west side of N. Tryon Street.
- The industrial land between Craighead Road, N. Tryon Street, and Sugar Creek Road is to remain unprogrammed until Phase 2 of this Study is undertaken.

Supporting Street Network:

- Develop an internal, interconnected network of streets and sidewalks through the area east of Little Sugar Creek as part of a TOD – Mixed Use neighborhood.
- Connect the proposed network of streets to existing Raleigh Street to the north and Cullman to the south. This will create an alternative parallel street for users on the east side of N. Tryon St.
- Provide vehicular and pedestrian connection across Little Sugar Creek to the existing Ritch Avenue Neighborhood.
- Extend and connect existing Cullman Avenue across 36th Street from the south and Raleigh Street from the North. The extension of these streets creates an alternative parallel street for users on the east side of N. Tryon and provides the opportunity to connect compatible and complementary land uses.

7.3 Catalyst Sites

Four sites along Segment One 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 in nature and not intended to represent specific development scenarios. The suggested mix and size 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 N. Tryon Street corridor.

Combined, the four catalyst sites contain 91 tax parcels totaling 112.9 acres (Table 54). There are 58 different property owners. Over 28% of the land is currently vacant. Visual representations of the prescribed land uses and necessary street networks for these Catalyst Sites will be provided in the implementation section of this study.

Table 54: Potential Catalyst Sites, North Tryon Redevelopment Study, 2007

Catalyst Site	# of Tax Parcels	# of Owners	Total Acres	Vacant		Potential Uses			
				Vacant Acres	% of Total	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	1.8	12.9%			X	
4	21	7	39.7	12.8	32.2%		X	X	X

Source: Mecklenburg County GIS POLARIS, Warren and Associates

Potential redevelopment of the Catalyst Sites primarily focuses on commercial uses, particularly office and warehousing/distribution. The only residential component is on Catalyst Site 4, which is recommended for a mix of high-density, attached residential combined with office and retail uses. Retail uses are focused at major intersections and/or areas in close proximity to future light rail transit stations and NoDa.

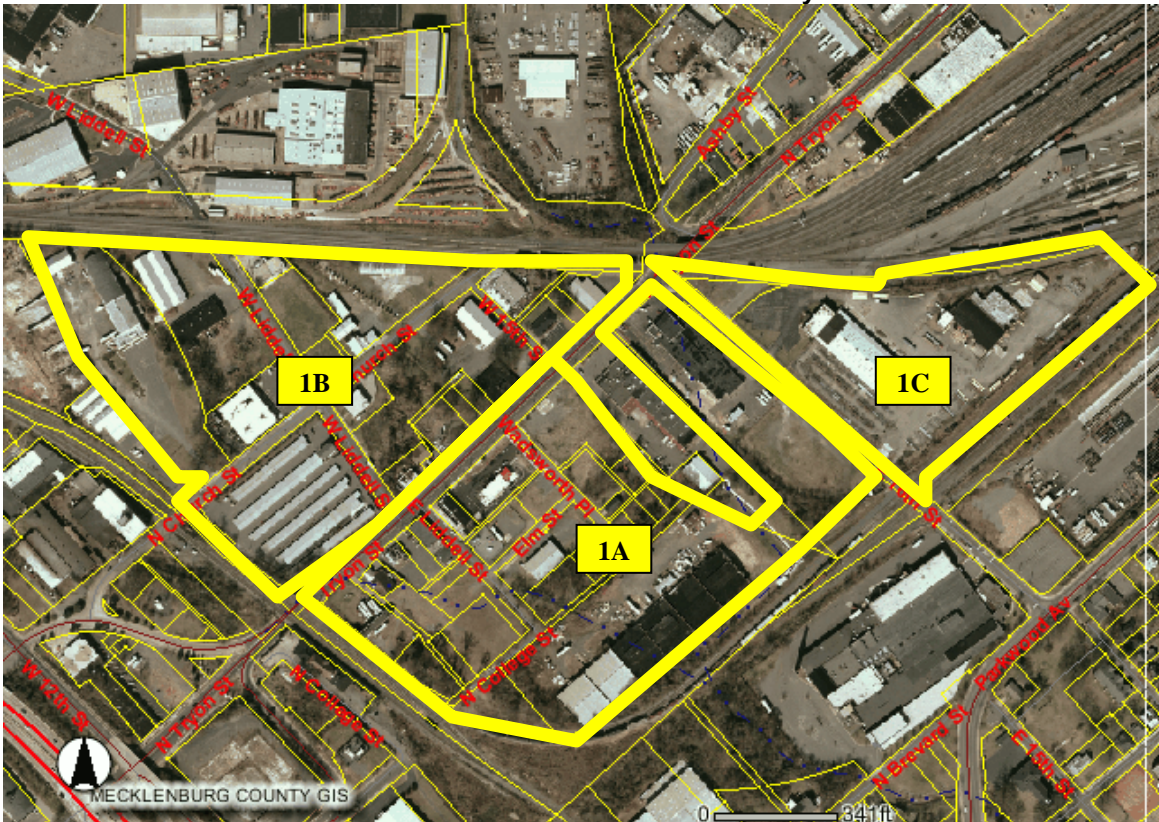
7.3.1 Catalyst Site 1

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 is divided into three separate areas: west of N. Tryon, east of N. Tryon, 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 12-acre Site 1A surrounds the Uptown Men's Shelter and contains 29 tax parcels with 20 different owners, making it a challenging task to assemble land for new development. However, nearly half of the total acres are vacant.
- Site 1B straddles both sides of Church Street west of N. Tryon Street, including 19 tax parcels on 18 acres with 14 property owners. Only two of the acres are 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.

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



Potential Development Program

The overall vision for the 40-acre Catalyst Site 1 is to provide for the redevelopment opportunity, through land assembly, of an urban business park. Close proximity to downtown Charlotte, as well as convenient highway access, makes this area attractive for employment uses (Table 55 and Map 19).

The proposed 16th Street Light Rail Station is located in the general proximity of the Parkwood Ave. and 16th Street intersection. 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 N. Tryon Street.

The Uptown Men’s Shelter has frontage on N. 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.

Table 55: Catalyst Site 1 Potential Build-Out, N. Tryon Segment One

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

Specific land use, urban design, and transportation recommendations include:

- 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 N. 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.
- Locating the light industrial uses to the rear of the property.
- Locating the higher-intensity flex buildings fronting N. Tryon St. 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 N. Tryon Street. For any other building fronting N. Tryon Street, parking should 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 of Charlotte Code.
- On-street, parallel parking on internal streets.
- A new internal street network that extends to both sides of N. Tryon Street.

Map 19:

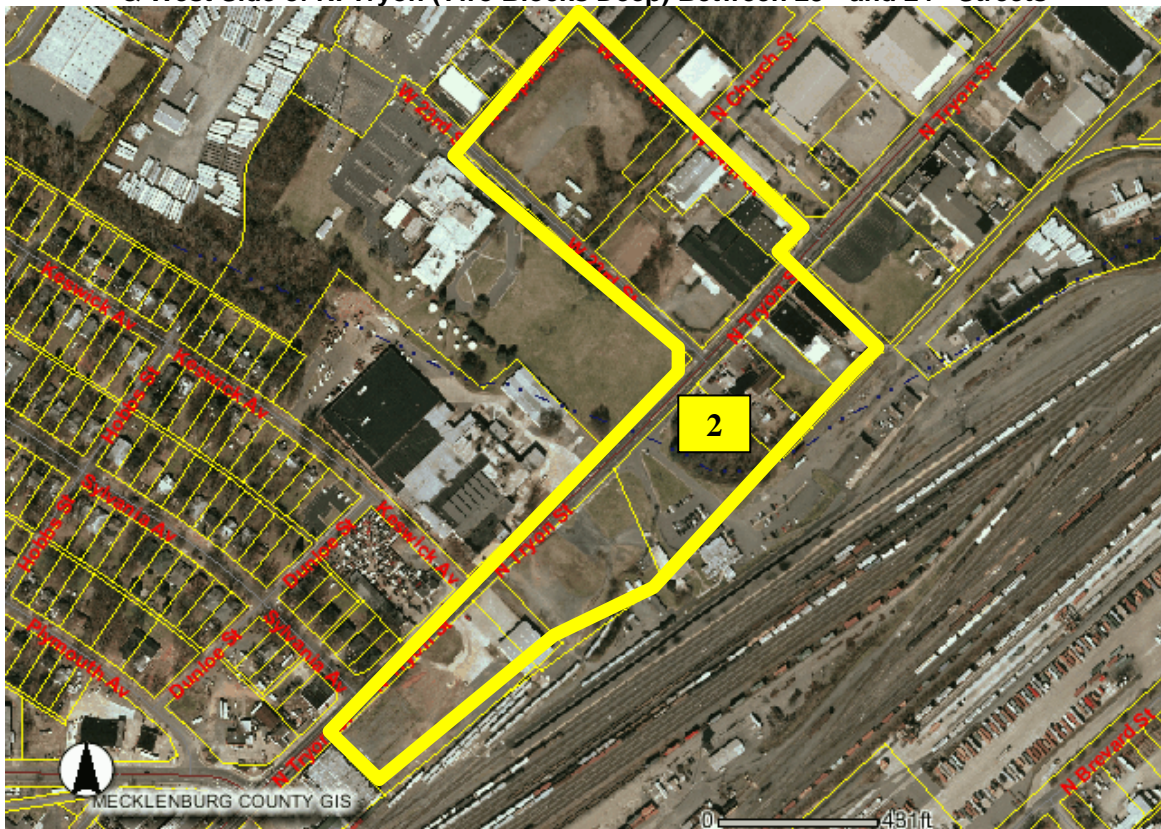


- Realigning W. Liddell St. to create a four-way intersection with N. Tryon Street. Liddell Street would also be extended through the site to connect to 16th Street at a 90 degree angle.
- Establishing W. Liddell and 16th streets as internal main streets with on-street parking, sidewalks, pedestrian-scale lighting, and street trees.
- Maintain the current Church Street at-grade railroad crossing, and extend it in an easterly direction intersecting N. Tryon St. at a 90 degree angle. Church Street would continue across N. Tryon St. to intersect with the proposed extension of W. Liddell Street.

7.3.2 Catalyst Site 2

Catalyst Site 2 includes 12 parcels totaling 19.5 acres with seven different property owners. The parcels are located on the east side of N. Tryon between Sylvania Avenue and 24th Street and on the west side of N. Tryon between 23rd and 24th streets. Approximately half of the acreage is vacant. Most of the land along the east side of N. Tryon Street is owned by Norfolk-Southern, and includes land currently occupied by the Charlotte Amtrak station.

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



Because of its proximity to the low-vacancy office market in downtown Charlotte and existing office uses along N. 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.

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 downtown Charlotte, WSOC, and the City North Business Center (Table 56 and Map 20). The site straddles both sides of N. Tryon Street. The portion of the site east of N. Tryon St. 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.

Table 56: Catalyst Site 2 Potential Build-Out, N. Tryon Segment One

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

Source: Warren & Associates

Specific land use, urban design, and transportation recommendations include:

- Flex and office buildings should front on N. Tryon St.
- One bay of double-loaded parking on the east side of N. Tryon Street in front of the buildings to provide for pedestrian access.
- Locating all additional vehicular parking to the sides and loading to the rear.
- Locating parking lots out of the setback and adhering to the Buffer and Screening requirements per City of Charlotte Code.
- Limiting the curb cuts will contribute to a less chaotic streetscape and provide the opportunity for a rhythm of sidewalks, street trees etc.
- The extension of Church Street south to the City North Business Center property and then north to a recommended extension to Hobbs Street. This should promote both vehicular and pedestrian connectivity to surrounding uses.
- In the block on the west side of N. 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 N. Church and N. 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.

7.3.3 Catalyst Site 3

The third Catalyst Site is located on the east side of N. 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 redevelopment of the site would potentially require the demolition of the 211,729-square-foot Allison Erwin Building.

This Catalyst Site is centrally located along the corridor and fronts both N. 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 N. Tryon Corridor 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.

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



Potential Development Program

The overall vision for the 14-acre Catalyst Site 3 is to take advantage of the need for a community retail node in the Study Area (Table 57 and Map 21). From a market perspective, the intersection of N. Tryon and Matheson Avenue/30th Street has the greatest potential. The strategy is to capitalize on 30th Street being the only east/west connector in Segment One of the Study Area connecting N. Graham and N. Davidson streets. This allows for retailers at the site to serve not only N. Tryon corridor residents and businesses, but also those within the NoDa, Optimist Park, and Druid Hills neighborhoods.

Table 57: Catalyst Site 3 Potential Build-Out, N. Tryon Segment One

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

Source: Warren & Associates

Specific land use, urban design, and transportation recommendations include:

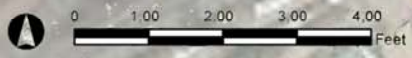
- A mix of uses including retail, office and attached residential. Retail would be focused along N. Tryon and 30th streets, as well as along a proposed extension of 31st Street in a northeasterly direction that could eventually intersect with 36th Street. This extension would expand the number of entry 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 N. Tryon Street intersection. This would provide the strongest opportunity to serve neighborhoods on both sides of the Norfolk Southern railroad line.
- Incorporating the existing gas station in the northeast quadrant of the N. Tryon and 30th streets intersection.
- The parcel of land between N. Tryon, 31st, and 30th streets is deep enough to allow retail buildings to frame the streets with parking internal to the site. Pedestrian access should be provided to the front of the buildings from the street.
- 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.
- An extension of 31st Street that could serve as an internal main street framed by retail buildings closer to N. Tryon Street and residential uses east of the proposed internal street paralleling Little Sugar Creek.
- An extension of 32nd Street from N. Tryon Street to the proposed 31st Street extension to provide residential development opportunities.
- One-story office buildings fronting N. Tryon Street between the Allison Erwin Building and the proposed retail. Parking should 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 should take this amenity into consideration.
- Buildings arranged to provide a façade along N. Tryon, framing and defining the street as well as the internal streets.
- Careful consideration given to pedestrians trying to access retail uses along N. Tryon Street since all parking is proposed internal to the site.

Map 21:



SITE SUMMARY:

RETAIL:	167,000 SF
OFFICE:	52,000 SF
RESIDENTIAL	
<= 12DUA:	70 UNITS

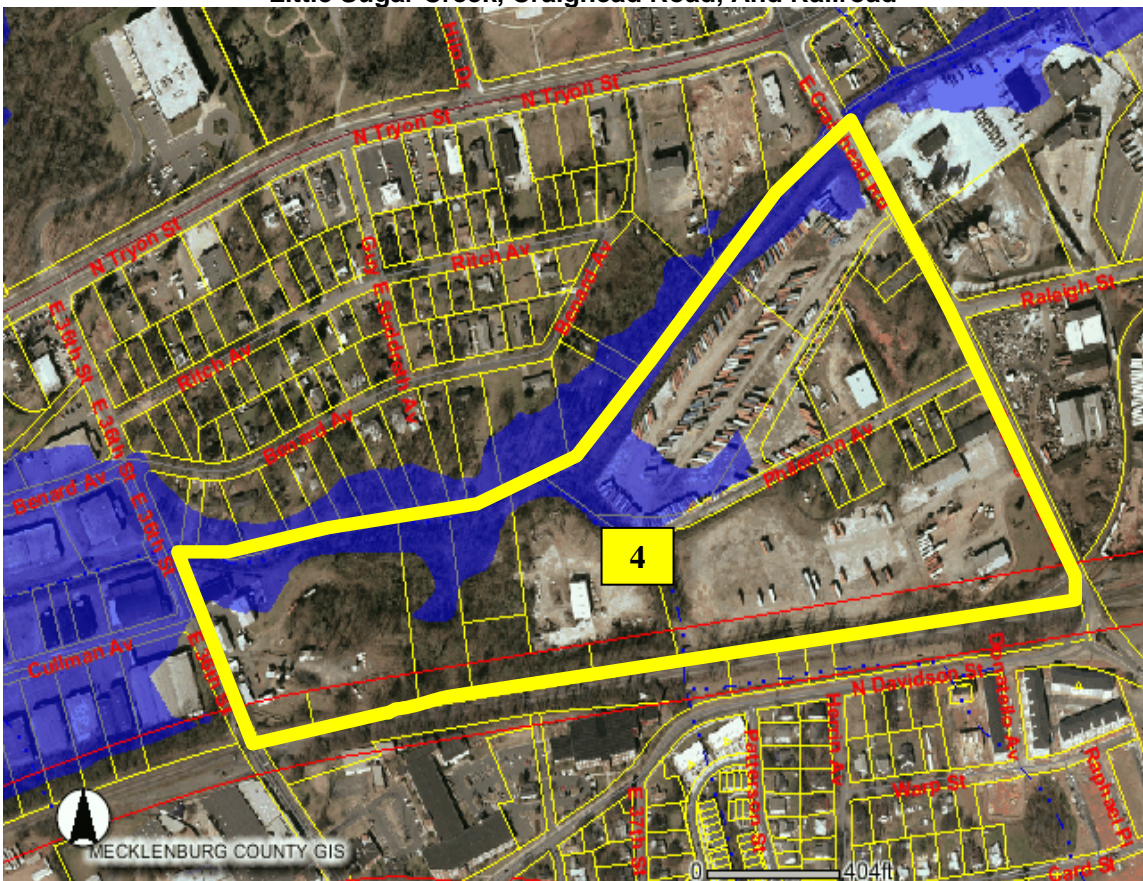


7.3.4 Catalyst Site 4

The fourth major opportunity for redevelopment exists on the land bounded by 36th Street, Little Sugar Creek, Craighead Road, and the Norfolk-Southern Railroad. The site contains 21 tax parcels on 39.7 acres, 32.2% of which are currently vacant. Another 3.5 acres would become vacant as a result of the future relocation of the Norfolk-Southern intermodal facility, which uses land in the northwestern corner of the site for trailer storage.

A future Northeast light rail station is planned on 36th Street adjacent to the site, making it attractive for transit-supportive development. Thus, a high density mix of residential, office, and retail is proposed. The potential greenway along Little Sugar Creek would provide an amenity and generate potential view premiums. In addition, the property can take advantage of the nearby NoDa arts district’s galleries and restaurants.

Catalyst Site 4: Area Bounded By 36th Street, Little Sugar Creek, Craighead Road, And Railroad



Potential Development Program

The overall vision for the 43-acre, Catalyst Site 4 is to take advantage of the close proximity to the NoDa and Ritch Avenue neighborhoods, the potential greenway and open/park space along Little Sugar Creek, and the proposed 36th St. light rail station (Table 58 and Map 22). This is a long, rectilinear site bounded by the Ritch Avenue

neighborhood to the west, with Little Sugar Creek serving as the border, and the proposed light rail line and NoDa neighborhood to the east. The site allows for transit-oriented uses including a mixture of residential and commercial.

Table 58: Catalyst Site 4 Potential Build-Out, N. Tryon Segment One

Use	Square Feet	Total Units
Office	70,000	-
Retail	32,000	-
Attached Residential	-	364
Detached Residential	-	53
Total	102,000	417

Source: Warren & Associates

Specific land use, urban design, and transportation recommendations include:

- The treatment of 36th Street as the primary connector between N. Tryon Street and the burgeoning NoDa community.
- A building with first floor retail and second floor office fronting 36th Street with parking to the rear.
- A two-story office building fronting a proposed Cullman Avenue extension adjacent to the mixed-use office/retail building. Pedestrians should have ease of movement between the two commercial buildings and the proposed 36th Street light rail station.
- A combination of multi-level apartments and condominiums oriented along the proposed extension of Cullman Avenue, taking advantage of a potential greenway.
- North of the existing SWIM buffer along the proposed Cullman Avenue extension, approximately 100 townhouses at a density up to 12 units per acre. The townhouses would extend to Craighead Road.
- Complimenting the townhouses are 53 single family lots backing up to Little Sugar Creek, which separates the site from the Ritch Avenue neighborhood, which also has primarily single family uses.
- Ritch Avenue is proposed to connect to the site through the proposed single family development and connecting with the extension of Cullman Avenue. This connection will serve to strengthen the Ritch Avenue neighborhood with more single family housing. It will also provide a parallel alternative to N. Tryon Street.
- Cullman is proposed to connect through the site in a northerly direction and intersect with Craighead Road.
- Raleigh Street to the north of Craighead Road is also proposed to extend but in a southerly direction into the site.
- The extension of these existing roads would develop connectivity via a local parallel road system to compatible uses such as the Transit Oriented Mixed Use Development land use recommendation to the south of 36th street.

Map 22:



8. Public Infrastructure Recommendations

8.1 Introduction

North Tryon Street connects Uptown Charlotte and the University City area, and therefore plays an important role in overall community mobility. However, the corridor also functions as a front door to many businesses and neighborhoods. While a significant amount of daily traffic represents thru-trips (without origin or destination in the corridor), many local stakeholders expressed concerns about the street. Observations regarding poor modal accommodations and aesthetics were items frequently cited by participants including: design, placement, and condition of pedestrian facilities; visual clutter and pedestrian obstructions resulting from utilities; lack of safe crossing locations for pedestrians; few accommodations for public transportation patrons (street furniture or shelters); and lack of visual appeal resulting from utilities, poor pavement conditions, and lack of landscaping. In addition, participants referenced the lack of bicycle facilities and limited connectivity across the railroad tracks and parallel to N. Tryon Street as additional items that should be considered.

One of the outcomes for the North Tryon Redevelopment Plan is to develop recommendations that will contribute to the creation of a sustainable multimodal corridor that balances the competing interest between traffic mobility, neighborhood preservation and economic development. This is likely accomplished through strategic enhancements to vehicular mobility, improved pedestrian and bicycle accommodations and attractive streetscape features. Another primary goal is to identify opportunities to enhance the integration of existing and future public transportation investments with any future roadway improvements along the corridor.

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

- Existing and proposed adjacent 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 (prepared by CDOT)
- Existing pedestrian and bicycle levels of service analysis (prepared by CDOT)

8.2 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 basic framework for a network of interconnected streets. These streets, when stitched together, can provide for a healthy distribution of trips across the network based on mode

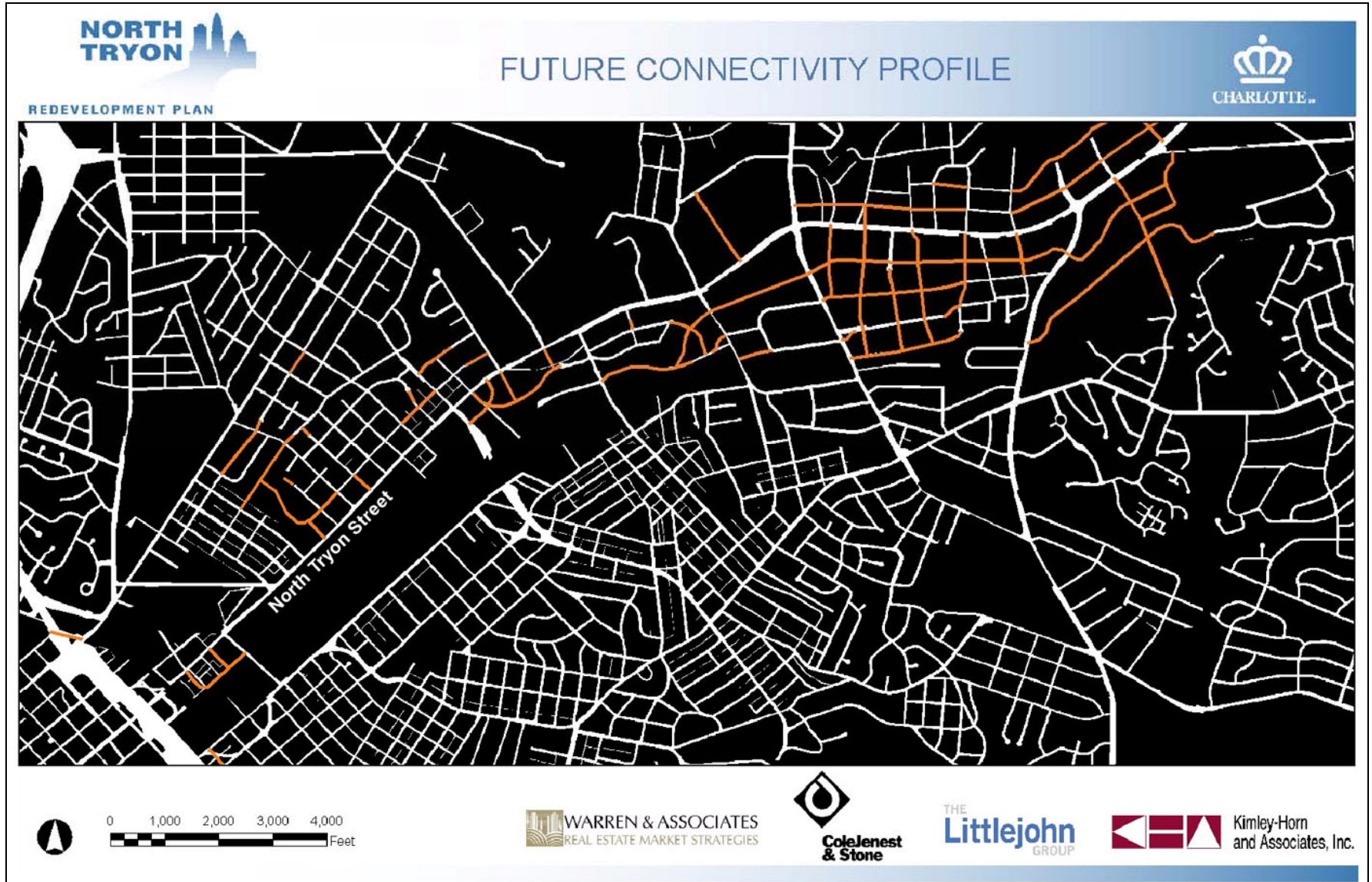
of travel, time of day, trip length and purpose. There are several benefits to enhanced street connectivity including:

- Reduced travel on major thoroughfares
- Reduced travel times without travel speed increase
- 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

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). The resulting street connectivity is exhibited in black and white in the Street Connectivity Profile.

It is widely understood that there is a direct relationship between land use intensity and street spacing (connectivity). Simply stated, as land use intensities increase, so does the need for street connectivity. Therefore, the project team evaluated the current street network for potential connections between existing streets. An initial list of candidate connectors was created and further evaluated considering the four C's (constraints, constructability, cost and compatibility). In addition, a street network was established for each of the four catalyst sites. The result is a series of recommendations for future street connectivity that will support the degree of mobility and desired land pattern proposed for the corridor. The resulting recommended street connections are depicted in orange on the Street Connectivity Profile. The proposed street connections were considered as a part of the future traffic analysis performed by CDOT and demonstrated a positive contribution to corridor traffic operations. Specifically, a parallel street network north of 27th is recommended to maintain an acceptable level of service (LOS) on North Tryon Street.

Map 22:



8.3 Conceptual Street Cross-Sections

The existing street cross-section varies along the corridor but generally consists of 4 to 5 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 building setbacks or fences are located directly behind the back of sidewalk in some cases. The current cross-sections do not support a sustainable North Tryon environment and do not adequately address the mobility or community needs of the users that travel on, across, or through the corridor. A center planting strip is located along the corridor from a section between Atando Avenue and Hilo Drive, and it is not present elsewhere on the corridor.

Typical North Tryon Street Cross-Section



A goal of this study is to consider the existing cross-sections throughout the corridor and determine their degree of consistency with the established corridor vision as identified in the Land Use Recommendations and Concept Plan described in Chapter 7. This includes an assessment of how the road balances the competing interests between travel modes and traffic operations. Based on this assessment and on the existing and proposed land uses in the vicinity and feedback from the residents and business owners along the corridor, a revised set of proposed cross-sections were generated. Documents that were used to help guide the development of these sections include: the City's Transportation Action Plan (TAP) and recently adopted Urban Street Design Guidelines (USDGs).

The guidance provided in these policy documents helped to establish the roadways' intended functions and helped establish the urban design characteristics necessary to promote the preferred land use pattern along the North Tryon Street corridor. Additionally, 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 the competing 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:

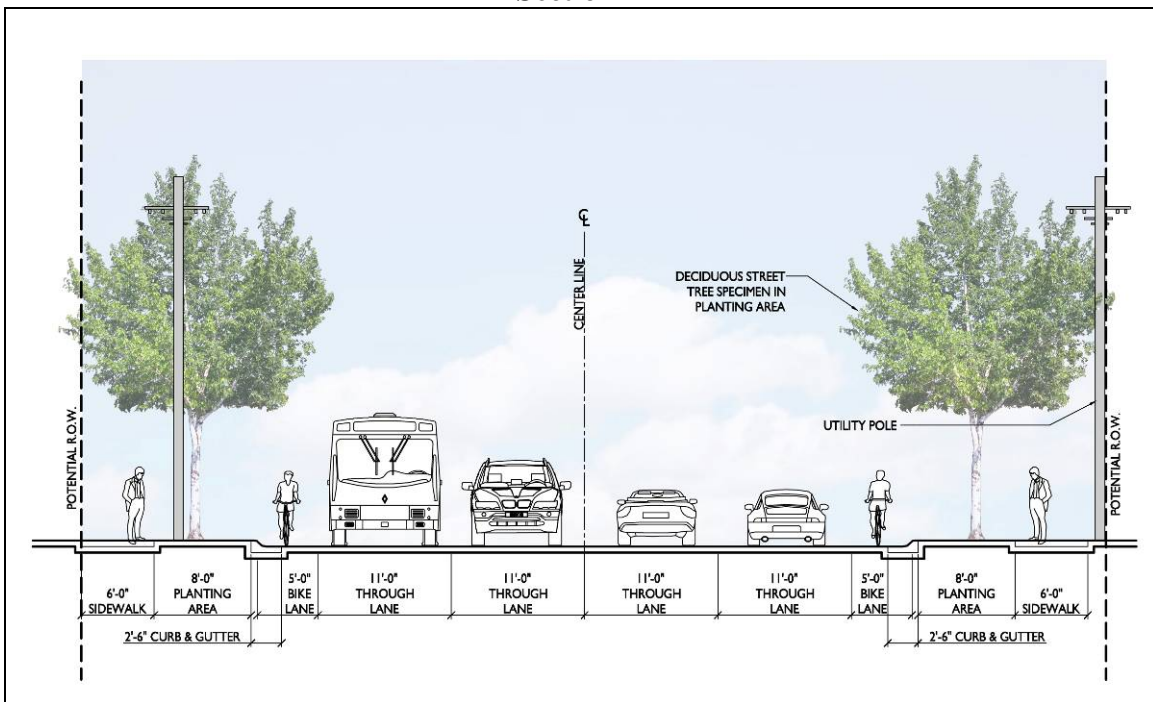
- Limited existing rights-of-way and the potential need for additional rights-of-way
- Existing physical constraints including buildings, utilities, streams, parking lots, etc.
- Costs to implement the proposed cross-sections.

Using these documents, the project team and stakeholders including representatives from Economic Development, CDOT, Planning, CATS, and the consultant team identified North Tryon as an Avenue and also identified conceptual corridor cross sections as seen in A and B.

Section A includes the following features and benefits:

- | Feature | Benefit |
|-----------------------------|---|
| • 6-foot sidewalk (minimum) | • Safer pedestrian realm, ADA-compliant |
| • Planting area | • Buffer for pedestrians, beautification, hides utilities |
| • Bike lane | • Safe bicyclist realm |

Section A

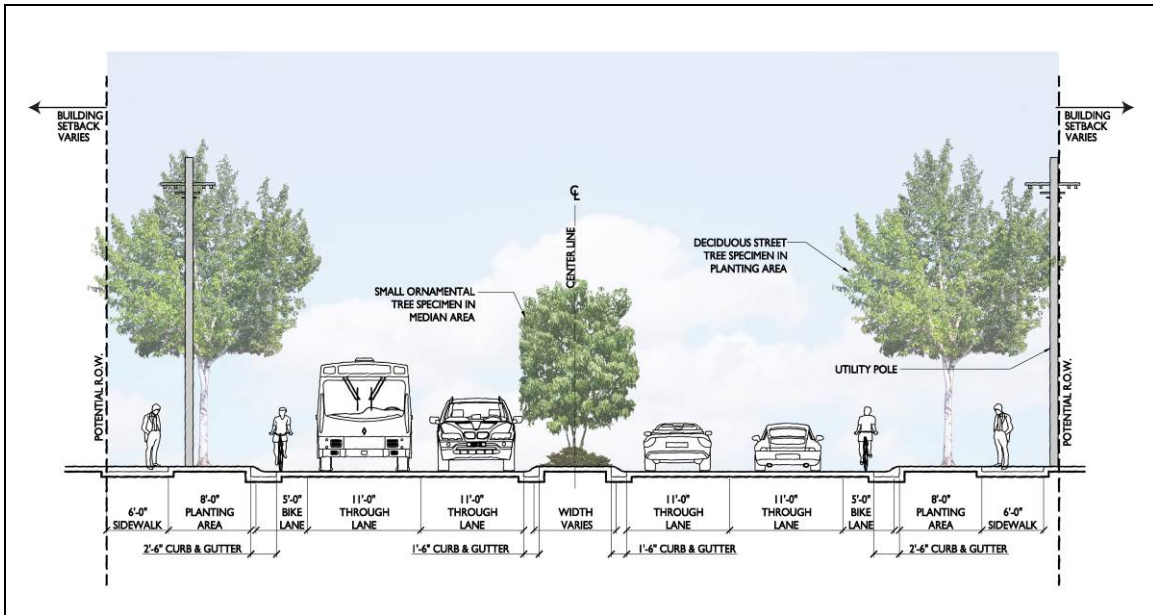


Section A was applied to North Tryon from I-277 to Keswick, and from 24th Street to 27th Street based on application of the USDGs as shown in Appendix A.

Section B includes the following features and benefits:

Feature	Benefit
<ul style="list-style-type: none"> • 6-foot sidewalk (minimum) • Planting area • Bike lane • Central median 	<ul style="list-style-type: none"> • Safer pedestrian realm, ADA-compliant • Buffer for pedestrians, beautification, hides utilities • Safe bicyclist realm • Access management, beautification

Section B



Section B was applied to North Tryon from Keswick to 24th Street and from 27th Street to Sugar Creek Road based on application of the USDGs as shown in Appendix A. Median breaks were included at all existing signalized intersections with the addition of a median break at Hilo Drive.

8.4 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 (See Appendix Exhibits A, B, C, and D) which were divided into the following segments:

- Exhibit A – I-277 to Keswick Avenue
- Exhibit B – Keswick Avenue to 30th Street
- Exhibit C – 30th Street to 36th Street
- Exhibit D – 36th Street to south of Sugar Creek Road

For a portion of Exhibit D, from Craighead to Sugar Creek Roads, the exact travel lane configuration will be determined based on the outcome of Phase II of this study. However, continuity of the bicycle and pedestrian accommodations is required.

The following principles apply to each segment along the corridor:

- Pedestrian crossings were provided at 400- to 500-foot spacing and use the CDOT modified ladder template
- Mid-block/non-signalized pedestrian crossings are shown in yellow and may have a different crosswalk treatment
- Vertical trees 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. Generally, most median sections include a break at 100-foot intervals.
- 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, it is anticipated that several buildings will be removed for the 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 idealized cross section.

As redevelopment occurs, it is anticipated that several driveways will be relocated, consolidated, or closed. These driveway recommendations are depicted on the Exhibits, and 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 was recommended.

8.5 Conceptual Intersection Plans

Conceptual intersection improvement plans were generated for North Tryon Street at the following locations:

- Dalton Avenue
- 24th Street
- 28th Street
- 30th Street
- Atando Avenue
- 36th Street
- Craighead Road

The conceptual intersection plans can be used by the City, NCDOT, and future development to create intersections that best accommodate motorists, bicyclists, pedestrians, and transit users. Implementing these cross-sections over time is critical to transforming the North Tryon Street corridor into a vibrant and sustainable corridor.

North Tryon at Dalton Avenue

Bike lanes and improved sidewalk amenities were added along North Tryon Street in an effort to improve safety and level of services for pedestrians and bicyclists. Existing laneage for north- and southbound North Tryon traffic remains unchanged; however, curb lines are proposed to move +/- 7 feet on either side. For Dalton Avenue, bike lanes were added to support its designation as a bicycle corridor. Curb lines remain unchanged on Dalton Avenue by the added bicycle lanes due to the removal of a left turn lane on Dalton Avenue. Based on existing and projected future travel conditions, this lane is not needed for an acceptable level of vehicular service. Proposed pavement markings identify the bicycle and pedestrian realm through the intersection. Impacts to buildings are present; however, a shift in the roadway widening north would minimize building impacts and could eliminate a building impact with Extravaganza Depot.

North Tryon at 24th Street

Bike lanes and improved sidewalk amenities were added along North Tryon Street in an effort to improve safety and level of services for pedestrians and bicyclists. Existing laneage for north- and southbound North Tryon remains unchanged; however, curb lines are proposed to move +/- 5 feet on either side. For 24th Street, curb lines remain unchanged; however, right-of-way acquisition will be required to accommodate the proposed planting strip and sidewalk. Proposed pavement markings identify the bicycle and pedestrian realm through the intersection.

North Tryon at 28th Street

Bike lanes and improved sidewalk amenities were added along North Tryon Street in an effort to improve safety and level of services for pedestrians and bicyclists. Existing laneage for through traffic remains unchanged; however, curbs are proposed to move +/- 14 feet on either side along North Tryon Street. The large increase in curb-to-curb width is due to the addition of a northbound left-turn lane on North Tryon Street. For 28th Street, curb lines remain unchanged; however, right-of-way acquisition will be required to accommodate the proposed planting strip and sidewalk. Proposed pavement markings identify the bicycle and pedestrian realm through the intersection. A building impact is anticipated at the southeast quadrant.

North Tryon at 30th Street

Bike lanes and improved sidewalk amenities were added along North Tryon Street in an effort to improve safety and level of services for pedestrians and bicyclists. Existing laneage for north- and southbound North Tryon traffic remains unchanged; however, curb lines are proposed to move +/- 4 feet on either side. For 30th Street, bike lanes were added to strengthen the connection between the North Tryon and North Davidson corridors and the Northeast Light Rail corridor. The proposed 30th Street bridge is recommended to be improved with proposed bike lanes and pedestrian-friendly sidewalks with pedestrian scale lighting. Based on projected future traffic volumes, two lanes north and southbound along 30th Street are not needed, so the width of the bridge remains unchanged. Proposed pavement markings identify the bicycle and pedestrian realm through the intersection. A building impact is anticipated at the northeast quadrant.

30th Street Bridge – Before



30th Street Bridge – After



North Tryon at Atando Avenue

To improve the pedestrian realm, improved sidewalk amenities were added to North Tryon. Existing laneage for north- and southbound North Tryon remains unchanged; however, curb lines are proposed to move +/- 4 feet on either side. Laneage for Atando Avenue remains unchanged. Right-of-way acquisition is required for the addition of the bike lanes, planting strip, and sidewalks for both Atando Avenue and North Tryon. There are no building impacts for right-of-way acquisition on either road. Proposed pavement markings identify the bicycle and pedestrian realm through the intersection.

North Tryon at 36th Street

To facilitate multi-modes of transportation, bike lanes and improved sidewalk amenities were added to North Tryon. Existing laneage for north- and southbound North Tryon remains unchanged; however, curb lines are proposed to move +/- 3 feet on either side. For 36th Street, bike lanes exist, but a planting strip and wider sidewalk are recommended to strengthen the connection between the North Tryon and North Davidson corridors and the Northeast Light Rail corridor. Based on the proposed retail/office space along 36th Street between Cullman Avenue and the Northeast Light Rail station for catalyst site #4, on-street parking is recommended along the east side of 36th Street. Proposed pavement markings identify the bicycle and pedestrian realm, and truck travel remains unrestricted.

Additional recommendations

- When the railroad bridge at 16th Street is due to be upgraded and/or rehabilitated, it is recommended to increase the span to allow for wider sidewalks and bike lanes, to increase connectivity from North Tryon into Uptown Charlotte.
- The existing connection between I-277 and North Tryon is inadequate, and a study performed by the City in 2001 recommended braided ramps from I-277 onto North Tryon. Interchange modifications are recommended to improve connectivity and economic development opportunities.

16th Street Railroad Bridge



8.6 Public Transit

The importance of public transit to the North Tryon corridor 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 corridor to Uptown. Currently, there are several bus stops along and within the corridor, and information gathered by the transit users at the public meetings indicated the desire to have bus shelters. Bus shelters are recommended at key locations with high ridership and at the proposed future catalyst sites along North

Tryon Street. For catalyst sites 3 and 4, which include retail nodes, bus shelters internal to the development should be considered.

With the potential Northeast Light Rail service located parallel to North Tryon Street and to connect the users of the future Northeast Light Rail to the North Tryon corridor, 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. The 30th Street improvements should be a high priority.

8.7 Public Utilities

8.7.1 Water and Sewer

Based on meetings with Charlotte Mecklenburg Utilities (CMU), the department feels that the existing infrastructure in the North Tryon Corridor will allow for the 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 just north of the study area, and this transmission main will improve the water service in and near the study area.

8.7.2 Stormwater

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 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.

8.7.3 Overhead Utilities

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. Under no circumstances should utility poles be located in the sidewalk. For relocating utilities underground, the section between 30th and 32nd is 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.

8.8 Engineers Opinion of Probable Construction

Based on the information that was presented in Exhibits A, B, C, and D, a planning-level engineers opinion of probable construction costs (EOPCC) was compiled for the 14,800-foot corridor.

<i>Item</i>	<i>Cost Range</i>
Pavement	\$3,000,000 to \$3,500,000
Drainage	\$1,500,000 to \$2,000,000
Curb/Gutter/Sidewalk	\$3,000,000 to \$3,500,000
Utility Relocations	\$ 500,000 to \$1,000,000
Landscaping	\$ 500,000 to \$1,000,000
Mobilization/Grading	\$1,500,000 to \$2,500,000
Erosion Control	\$1,500,000 to \$2,000,000
Traffic Control/Striping	\$3,000,000 to \$3,500,000
Signals	\$1,000,000 to \$1,500,000
Contingency	\$5,000,000
Total	\$20,500,000 to \$25,500,000

The planning-level project total of \$20.5M to \$25.5M represents a cost per mile of approximately \$7.3M to \$9.1M. While these costs encompass the entire corridor, it is anticipated that portions of the corridor will be improved by developers through redevelopment opportunities. It is important to note that these costs do not include right-of-way acquisition or engineering fees. These costs assume that the railroad bridge is not rebuilt. If and when the railroad bridge is replaced, the ultimate cross section between the abutments should be provided.

For each catalyst site, the following costs were generated:

<i>Catalyst Site</i>	<i>Cost Range</i>
No. 1 (North Tryon)	\$2,800,000 to \$3,500,000
No. 2 (North Tryon)	\$4,200,000 to \$5,200,000
No. 3 (North Tryon)	\$3,300,000 to \$4,100,000
No. 4 (36 th and Craighead)	\$ 2,070,000 to \$2,500,000

These planning-level costs do not include right-of-way acquisition or engineering fees. These costs include a 500-foot transition on either side of catalyst site frontage along North Tryon Street, assume that both sides of the road will be improved simultaneously, and assume that adjustments to the existing utilities will be made at the time of redevelopment.

8.9 Corridor Improvement Phasing

It is anticipated that the North Tryon Corridor improvements as depicted in Appendix Exhibits A, B, C, and D will occur over time and will vary based on developer interest and activity along the corridor. As redevelopment occurs on the Catalyst Sites or elsewhere along the corridor, Exhibits A through D are intended to be used as a blueprint for City staff and the developers.

Once the plan concept has been endorsed by the City, a full survey and engineering design plans should be prepared for priority segments and catalyst site areas along the corridor to better understand likely impacts and costs.

APPENDIX



- LEGEND**
- Building impact can be avoided with reduced planting strip (in the event that these buildings are demolished and rebuilt, pull back the sidewalk and add planting strip).
 - Catalyst Site Boundary
 - Likely Building Impact (if redevelopment doesn't occur before roadway improvements).
 - Proposed Street Connection
 - Existing Driveway
 - Consolidated Driveway
 - Recommended Driveway Closure
 - Midblock Pedestrian Crossing

NOTES
 * NCDOT to close Church Street crossing of rail line which will likely result in signalization and addition of turn-lane at Wadsworth Place.

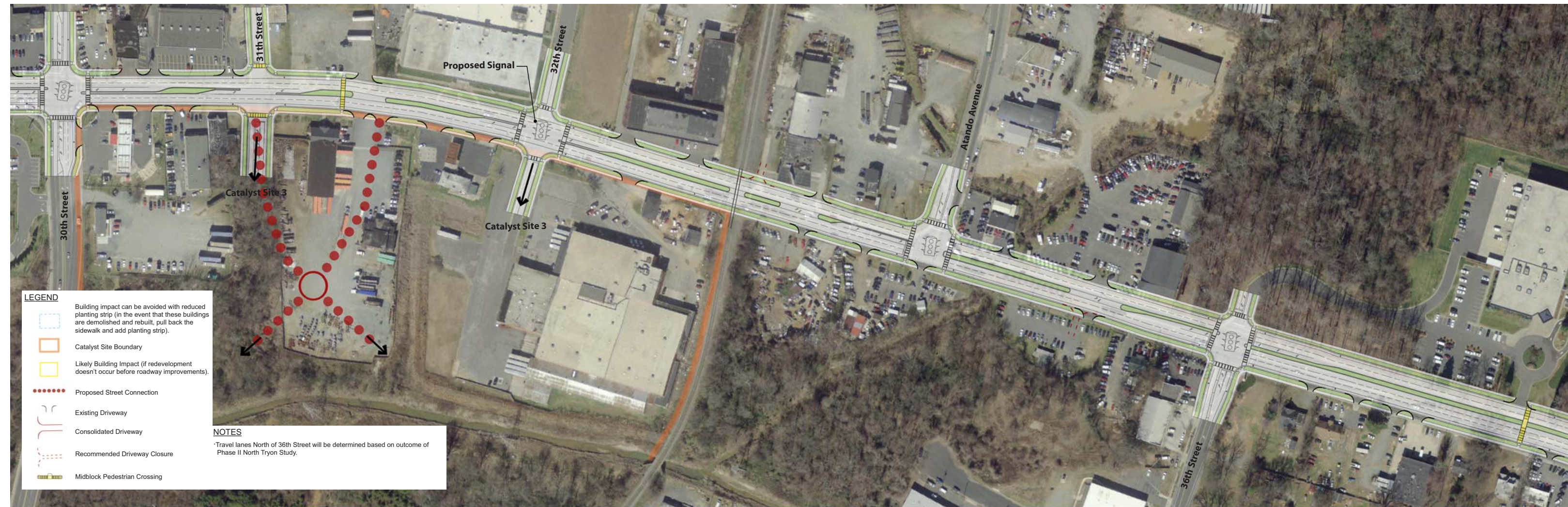


LEGEND

- Building impact can be avoided with reduced planting strip (in the event that these buildings are demolished and rebuilt, pull back the sidewalk and add planting strip).
- Catalyst Site Boundary
- Likely Building Impact (if redevelopment doesn't occur before roadway improvements).
- Proposed Street Connection
- Existing Driveway
- Consolidated Driveway
- Recommended Driveway Closure
- Midblock Pedestrian Crossing

North Tryon Street Redevelopment

Exhibit B
November 11, 2008



North Tryon Street Redevelopment

Exhibit C
November 11, 2008



North Tryon Street Redevelopment

Exhibit D

November 11, 2008