



Center City 2020 Vision Plan

Existing Conditions Summary Memo

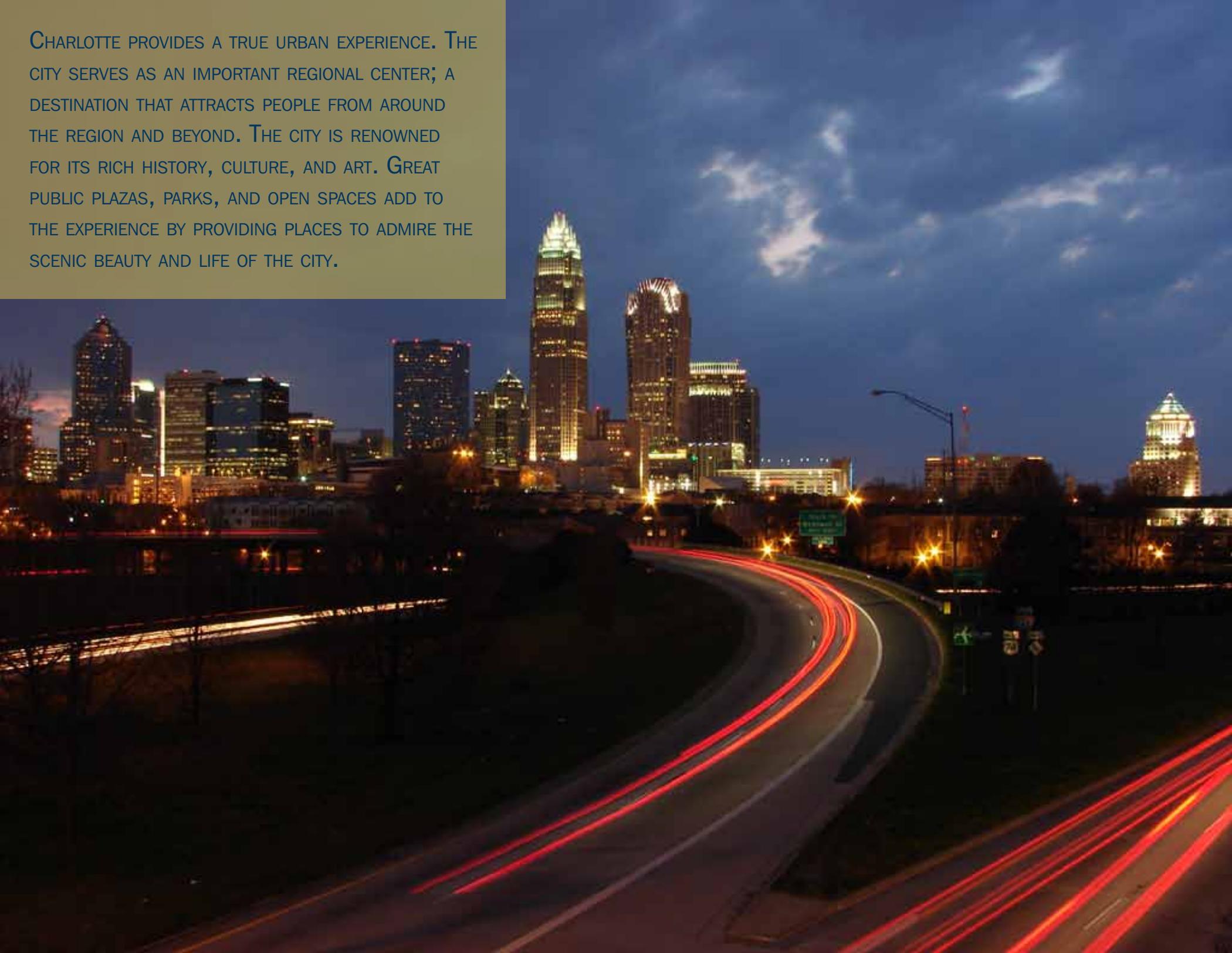
March 2010



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CHARLOTTE PROVIDES A TRUE URBAN EXPERIENCE. THE CITY SERVES AS AN IMPORTANT REGIONAL CENTER; A DESTINATION THAT ATTRACTS PEOPLE FROM AROUND THE REGION AND BEYOND. THE CITY IS RENOWNED FOR ITS RICH HISTORY, CULTURE, AND ART. GREAT PUBLIC PLAZAS, PARKS, AND OPEN SPACES ADD TO THE EXPERIENCE BY PROVIDING PLACES TO ADMIRE THE SCENIC BEAUTY AND LIFE OF THE CITY.



existing conditions

INTRODUCTION

Charlotte's Center City has undergone dramatic growth over the past decade. Since its adoption in May of 2000, many of the Center City 2010 Vision Plan's goals and recommendations have been met and implemented. Center City investment has resulted in new development, residents and businesses.

The changing fabric of Center City Charlotte brings new ideas and opportunities, with a renewed commitment to address priorities and create a new plan for the future. Building on the achievements of the 2010 Vision Plan and other recent initiatives, Center City is poised to transition to a new era of private development, public improvements, and social and cultural enhancements.

The Center City 2020 Vision Plan will be a comprehensive and cohesive plan that provides a "big picture" framework and unifying vision for the Center City. It will also be an implementation plan that is detailed, strategic and action-oriented.

The Existing Conditions Summary Memo is an important building block of the Center City 2020 Vision Plan. This document summarizes key elements of Center City Charlotte including a review of its past and present conditions. Through this review, the Existing Conditions Summary Memo establishes a baseline that will help establish future phases of the plan.



Top: Center City skyline.

Middle left: Festival on Tryon Street.

Middle right: Time Warner Cable Arena.

Left: First Ward housing.



Bank of America Stadium and Uptown Charlotte.

REGIONAL CONTEXT

The City of Charlotte serves as a hub for the region as well as the southeastern United States. With a population of 687,456 in 2008, Charlotte is the 18th largest city in the nation. Charlotte is located in the Piedmont of North Carolina, with the southernmost portion of the city bordering South Carolina (see Regional Context map).

At 286 square miles, the City of Charlotte constitutes most of the Mecklenburg County land area and is the largest city in the state. Neighboring cities include Concord to the northeast, Gastonia to the west and Rock Hill to the south. To the north is Lake Norman, fed by the Catawba River which continues its course just west of the city.

Center City is located in the center of Charlotte approximately seven miles from Charlotte-Douglas International Airport. Uptown lies at the core of Center City and is surrounded by the I-277/I-77 expressway loop. Center City also includes a unique collection of neighborhoods abutting the expressway loop, each with its own distinct history and character.

HISTORY OF DEVELOPMENT

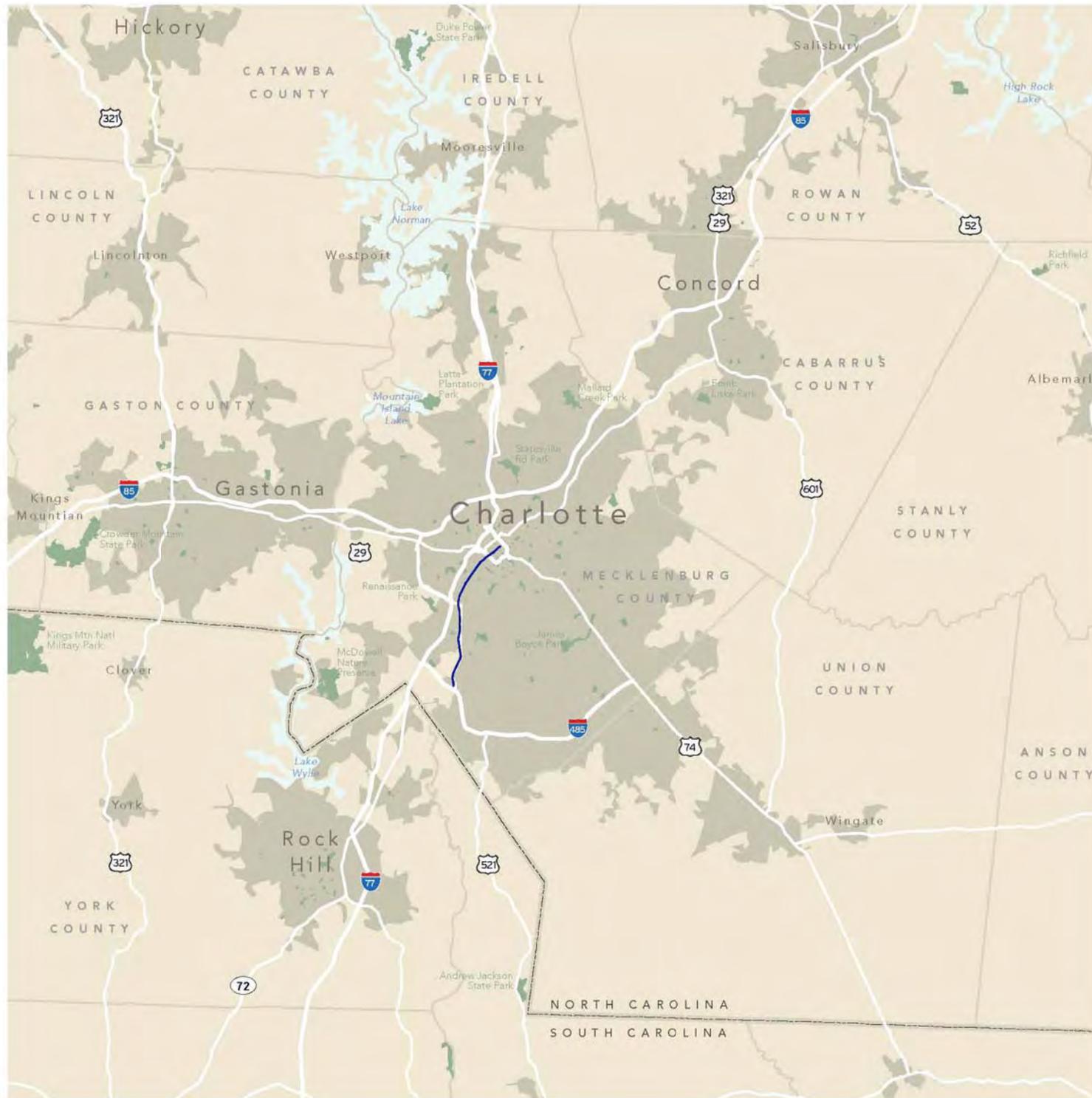
The City of Charlotte has a rich history with roots dating back to the mid 1700s. Prior to Anglo-inhabitants, the Catawba Indian Tribe lived along the nearby Catawba River. Settlers established a town at the crossroads of Native American trading paths and the Great Wagon Road which linked the Appalachian Valley from Pennsylvania to North Carolina. Charlotte's rugged Piedmont landscape—or foothill plateaus along the Appalachian Mountains—and lack of navigable river access created many challenges for accessing the area.

After Charlotte incorporated in 1768, surveyors established a grid pattern for new development, including the platting of Trade and Tryon Streets. Eventually, the crossroads became the heart of modern Center City, and the four sections defined by Trade and Tryon Streets would become the four wards.

During the Revolutionary War, the city was an encampment site for both American and British Armies. For its resentment of British occupation, Charlotte became known as the “Hornet’s Nest” and several of the city’s landmarks are named for its independent spirit; notably Independence Square and Independence Boulevard.

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Regional Context

- Blue LYNX Light Rail
- State Boundary
- Freeways and Arterials
- Counties
- Key Cities
- Water Bodies
- Parks

0 2.5 5 10 miles

M I C
Revised 10.19.09
Data Source: Mecklenburg County GIS

CENTER CITY
20
VISION PLAN



Streetcar on East Trade Street circa 1920s
(source: <http://www.cmhpf.org>)

Next page: The development pattern of Center City (clockwise from top left) late 1800s; 1968; 1980; 2009.

Around this time, settlers established churches throughout the city, transforming Charlotte into a spiritual center of the region. New railroad lines strengthened Charlotte's role as a distribution hub, and the discovery of gold created an influx of new residents during the early 19th Century.

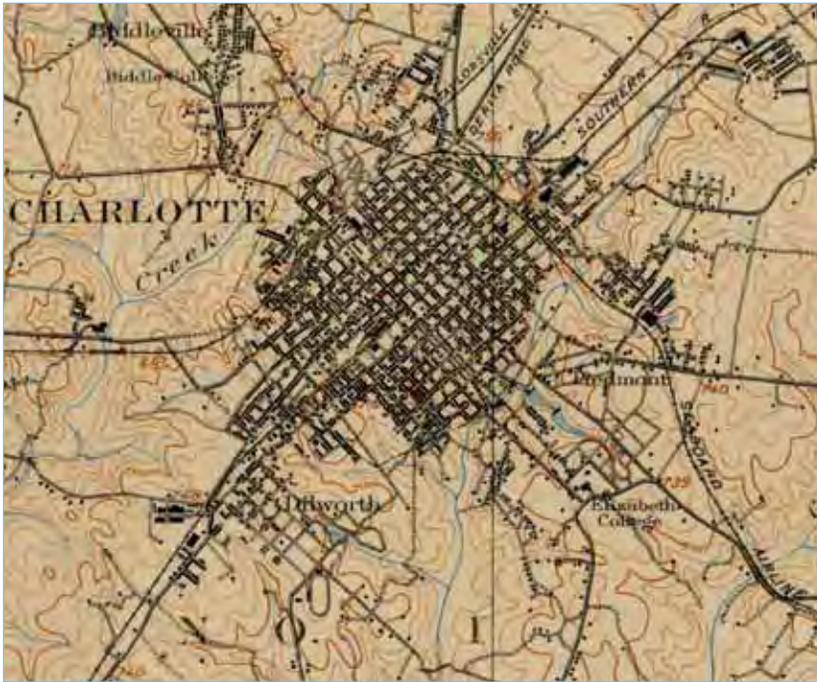
By 1852, rail lines opened the city's textile industry to reach markets across the region. As more textile mills located to surrounding communities, the city's financial and distribution growth encouraged the establishment of cultural institutions including the first public library in 1903. Soon, new streetcar lines allowed families to move to suburbs beyond Charlotte's downtown. Under the state's Good Roads Program, new highways including Independence Boulevard furthered suburban growth.

With the growth of Charlotte's suburbs, many shops and retailers moved outside of Center City. Pedestrian activity was also stifled due to the approach to Center City development. Like much of the United States, Charlotte focused on accommodating increasing motor vehicle traffic beginning in the late 1950s.

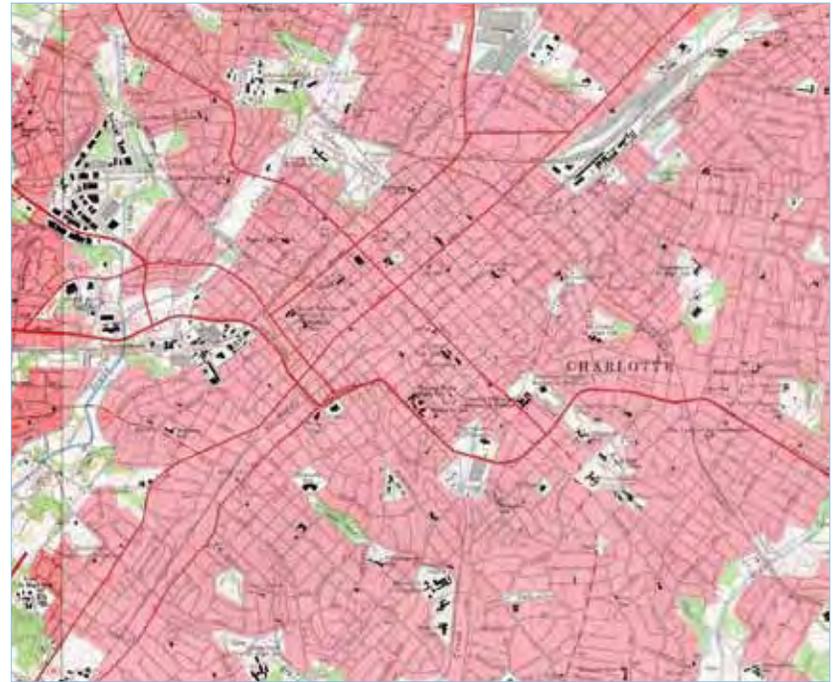
Urban renewal programs of the 1960s and 1970s also had a dramatic impact on the physical and social structure of Center City. Almost 1,500 buildings, including homes, stores, offices and civic facilities, were demolished to make way for new construction. The Overstreet Mall system was developed, which provided some retail amenities but drew pedestrian activity away from Center City streets.

The perception of Center City started to change with the banking boom in the late 1970s and early 1980s. Increasing employment opportunities also attracted new residential and retail growth back to Center City, particularly toward the turn of the 21st Century.

Today Center City Charlotte is a diversified and vibrant urban center that is home to Fortune 500 companies, professional sports teams, universities and museums. Restaurants, hotels and dozens of new entertainment and mixed use projects all make Center City an attractive destination for new residents, businesses and visitors.



1800s



1968



1980



2009



The Historic Fourth Ward neighborhood.

Center City Neighborhoods

Center City is located in the Central District of Mecklenburg County. In total, there are six county districts: Central, East, Northeast, Northwest, South and Southwest. Inside the I-277/I-77 expressway loop, Center City's Uptown is further divided into four wards: First, Second, Third and Fourth wards. Each neighborhood has its own distinct history and character (see Neighborhoods map).

First Ward

First Ward is one of Charlotte's original neighborhoods and is defined as the area in the eastern quadrant of Uptown between I-277, East Trade Street and North College Street. First Ward is within walking distance of Center City jobs, transportation and many of Charlotte's major cultural facilities.

One of the most notable aspects of the area's history is Earle Village; one of the Charlotte Housing Authority's development projects of the 1960s. The redevelopment program displaced many of the areas residents, creating vacant tracts of land and urban blight. There is significant public land ownership as a result of the Earle Village redevelopment project.

Second Ward

Second Ward is the south quadrant of Uptown bordered by Tryon and Trade Streets to the north, and I-277 to the south. Second Ward is located within a short walking distance of several transportation options, the Central Business District and other neighborhoods.

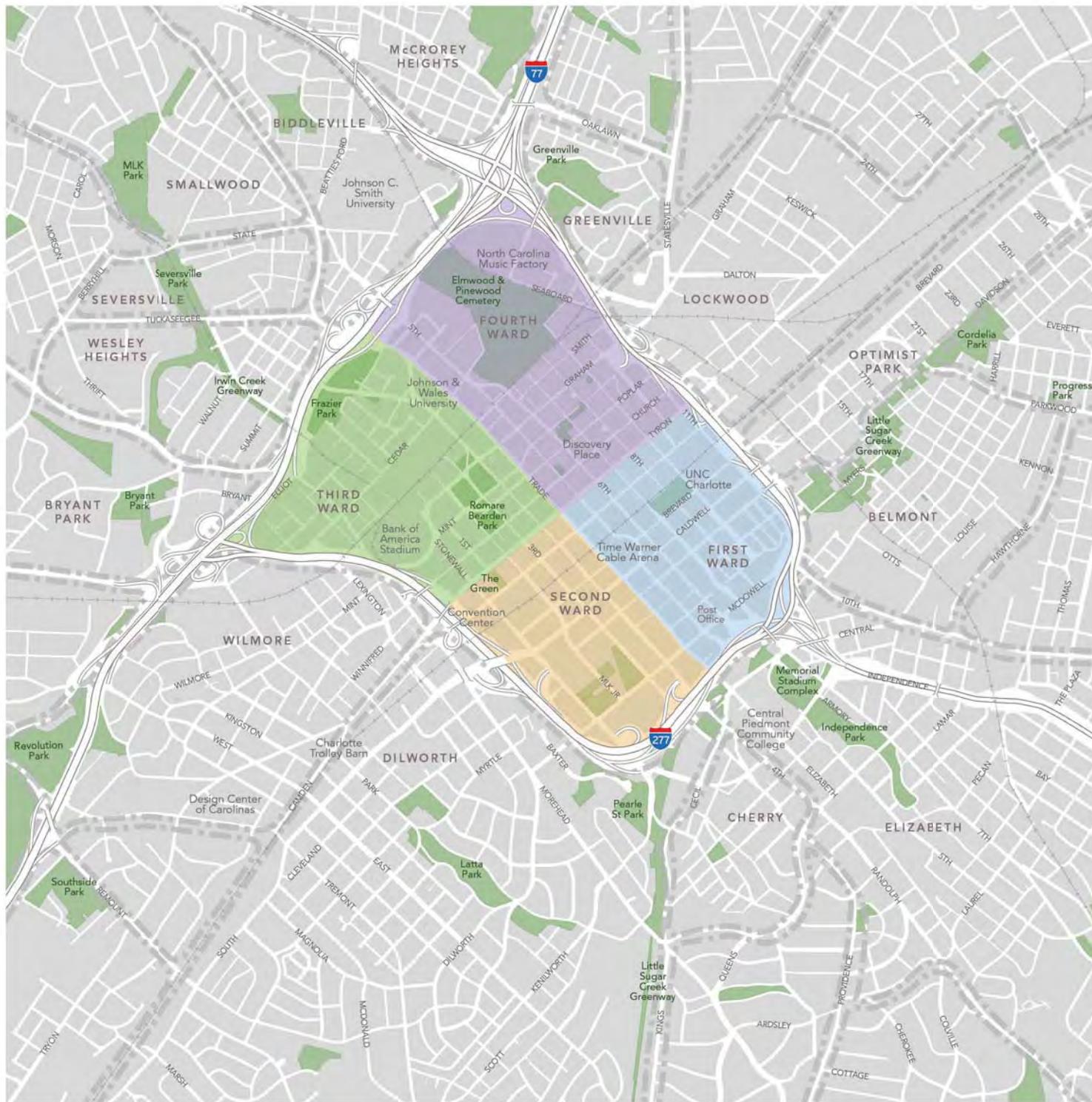
Second Ward was known for decades as Brooklyn, and was the heart of Charlotte's African American community. The Second Ward High School was the first school in the county that provided education to African American teenagers and was a cornerstone of this community. During the 1960s the city razed eight blocks of the neighborhood including the school as the result of urban renewal programs.

Third Ward

Third Ward is the west quadrant of Uptown and is bordered by Tryon and Trade streets to the north and east, and I-277 to the north and west. The neighborhood was officially declared Third Ward in 1869, and was home to the Victor Cotton Mill that opened in 1884. The Third Ward developed as a street car suburb, with the trolley tracks running down the center of West Trade Street.

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Neighborhoods

- Freeway/Ramp
- Rail
- Public Park & Open Space
- Uptown Districts
- Neighborhood

0 0.25 0.5 miles

CENTER CITY
2020
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Revised 03.22.10
Data Source: Mecklenburg County GIS



Uptown skyline viewed from Fourth Ward Park.

South Tryon Street built a strong financial services industry and emerged as the “Wall Street of the Carolinas” shortly after 1900. There are several buildings that survive from this era including the 1924 Johnston Building, First National Bank building (now South Trust) and the Jonas Federal Courthouse. The Southern Railway brought textile industries into the neighborhood beginning in the late 1880s. Two surviving structures include the Virginia Paper warehouse and the DuPont Building, and the Duke Power building. Like other parts of the city, many residents left due to suburban growth and urban redevelopment projects during the late 1950s and early 1960s.

Fourth Ward

Fourth Ward is located in the north quadrant, bounded by Tryon and Trade streets to the south, and Interstate 277 to the north. In the 1850s, Fourth Ward was a prosperous residential area, convenient to downtown businesses and shops.

As residential development shifted to the suburbs with the opening of Dilworth in the late 19th century, all of Charlotte’s original residential wards would see an eventual decline. By the 1970s, many of Fourth Ward’s Victorian homes had been demolished or converted to boarding houses and

offices. Through the combined efforts of civic and community leaders, Fourth Ward underwent a dramatic revitalization in the 1970s.

The Fourth Ward Historic District is the only registered historic district in Uptown.

Surrounding Neighborhoods

While Uptown is the primary hub of Center City, the surrounding neighborhoods are a critical ingredient in current and future success.

To the south of Uptown, the **Midtown** and **Cherry** neighborhoods grew as a result of providing home ownership opportunities for laborers and working class African Americans. The neighborhoods of **Greenville**, **McCrorey Heights** and **Biddleville**, to the north of Uptown, and **Belmont**, **Optimist Park** and **Lockwood** along the rail road to the east, provided housing for workers of nearby textile mills.

Smallwood, **Seversville**, **Wesley Heights** and **Bryant Park** are on the northwest side of Center City and evolved as suburbs near the former West Trade Street streetcar line. Southwest of I-277, the **South End** neighborhood developed along the railroad line in the 1850s as a manufacturing community. Adjacent to South End, the **Wilmore**

neighborhood began as a settlement for African Americans, while the nearby **Dilworth** neighborhood established as a streetcar suburb during the late 1800s.

CENTER CITY PLAN PRECEDENTS

Much of the success of Center City Charlotte can be attributed to past planning efforts and the cultivation of unified visions for the area. Multiple plans have directed investment into Center City, particularly Uptown, through ambitious goals and improvements over previous decades.

Odell Center City Plan, 1966

The impact of suburbanization, shopping centers and the interstate highway system led to Center City's first major master plan. Under the first master plan, the Odell Plan envisioned the philosophy of the Radiant City, with residential districts connected to the urban core by a series of wide streets. The Odell Plan recommended removal of on-street parking as well as a new convention center in Uptown. While stating a recommitment to Independence Square at the corner of Trade and Tryon, the plan also encouraged the replacement of "blighted conditions" throughout the city with high-rise apartments, government buildings and commercial facilities.

Ponte Travers Wolf Plan, 1971

The next major planning initiative took place in 1971 when consultants Ponte-Travers-Wolf prepared the Central Area Development Guidelines. Building on the basic concepts of the earlier plan, these guidelines gave shape to the urban vision for Center City which has evolved to date. It recommended such concepts as concentrating development in a compact center, diversifying activities, creating attractive gateways (such as North Tryon Street) and establishing pedestrian and parking systems.

RTKL Plan, 1980

In 1980, the RTKL Plan was created to encourage downtown uses that complemented the growth in new office towers. The plan encouraged residential units and cultural facilities for Center City through revitalization of the First and Fourth wards. The plan provided specific urban design guidelines, the Uptown Mixed Use Development (UMUD) ordinance, and a transit mall improvement project for North Tryon Street. In redeveloping North Tryon Street, the plan influenced one of the most pedestrian-friendly environments in Center City.

Alexander Cooper First Union Plan, 1988

Commissioned by First Union Bank, the First Union Plan proposed a vibrant and livable Central



LYNX light rail Blue Line.



Johnson and Wales University.

Charlotte. Plan recommendations included creation of a focal point at the city's South College/South Tryon gateway; more prime public addresses off Tryon Street; and expanded street-level connections to increase pedestrian activity.

Charlotte Center City Urban Design Plan, 1990

The Center City Charlotte Urban Design Plan identified the need to provide a sense of place and security while encouraging the city to think regionally about transit. The plan redefined the boundaries of Center City, suggesting an extension beyond the Uptown and I-277/I-77 expressway loop.

The plan confirmed a site for a football stadium and anticipated greater density in residential construction. Other key elements of the plan included design principles and policies for each of Center City's planning districts, as well as an action plan for implementation. Innovative goals in the plan related to conservation and livability began to set the stage for future planning efforts.

Center City 2010 Vision Plan, 2000

The 2010 Vision Plan centered on a vision to create a livable and memorable Center City with distinct neighborhoods connected by unique infrastructure. The plan called for a balanced mix of uses with distinctive design, as well as a walkable

city that connects to neighborhoods outside the I-277/I-77 expressway loop. The vision was also based on strategies to encourage office and retail uses, improved housing, new parks and open spaces, and a robust transportation network.

The plan highlighted several priority projects including the acquisition of land for new parks and a greenway, the redevelopment of the former convention center as a mixed use site, and the containment of a growing government district to facilitate the creation of a new residential village.

The plan also recommended producing detailed master plans for the residential village and other neighborhoods.

Other Plans

A variety of existing Center City plans and policies are based on the 2010 Vision Plan. These include transportation-related plans and policy documents, as well as area plans and design guidelines. Three of Center City's four wards also have a specific planning area plan. A summary of existing plans and policies is provided in Appendix A.

SOCIO-ECONOMIC OVERVIEW

As the largest city in North Carolina, and one of the largest metro areas in the southeastern United States, Charlotte has experienced rapid population growth since 2000. The effects of the increasing population can be seen in the success of Center City. Serving as the city's core, Center City has a large workforce and has become one of the fastest growing and most vital areas of Charlotte.

Population

The population of Center City is just a fraction of the city's total. Based on 2008 estimates, Center City's Uptown population was 10,205 while the total population of Charlotte was 687,456. The population within Uptown is further distributed with 49% of the population residing in Fourth Ward and only 0.8% in Second Ward. Almost half of Center City's population is divided between First Ward (28%) and Third Ward (22%).

The distribution of Center City population is denser outside of Uptown, with approximately 46% of the city's population within one to four miles from Center City. Its overall population within a two mile radius of Uptown is approximately 46,000. By 2008, new residents accounted for nearly half of Center City's population, with another

5,000 new residents expected by 2013. While most Center City neighborhoods experienced population loss between 1990 and 2000, each has seen rapid growth since 2000. Population growth is expected to continue, with the most dramatic increase occurring in Second Ward.

In 2005, the average age in Center City was 32.8 compared to 35.9 for South End and 38.7 for Mecklenburg County. However, the average age is projected to increase slightly for all the areas by 2010. In the 2000 Census, Center City's population was 54% African-American, decreasing to 47% in 2005. By 2010, the African-American population is projected to be 43% while the Caucasian population is projected to increase to 51%—up from 34% in 1990. Center City's Hispanic population has increased from 2% in 2000 to 5% in 2005.

Employment Growth

The most recent estimate for total employment in Center City was 64,932 in 2005. This number includes employment data for an area outside of the I-277/I-77 expressway loop to the southeast. In 2005, unemployment was relatively low at 4.8% compared to the national average of 5.1%. Based on 2005 employment estimates, service (33%) and finance, insurance and real estate



Outdoor dining on the Green in Uptown Charlotte.



Family-friendly park in Center City Charlotte.

(28%) employment categories were the largest in Center City. These same categories were also a large percentage of total employment within a four mile radius of Center City. Other employment categories including retail and wholesale trade share a larger portion of employment further away from Center City.

LAND USE

Land use in Charlotte has evolved from its historic roots as a settlement at the cross roads of Trade and Tryon streets, to a city composed of different neighborhoods with a mixture of uses (see Land Use map).

Uptown

As a major banking and financial center, Uptown has approximately 16.7 million square feet of office space with another 750,000 square feet under construction. This amount accounts for approximately 34% of the total office space in Charlotte.

Towards the end of 2009, Uptown's overall vacancy rate was 10%; up from 2.5% in 2008, and surpassing a high of 9.9% in 2003. With the completion of several new office projects, the forecasted office vacancy rate is expected

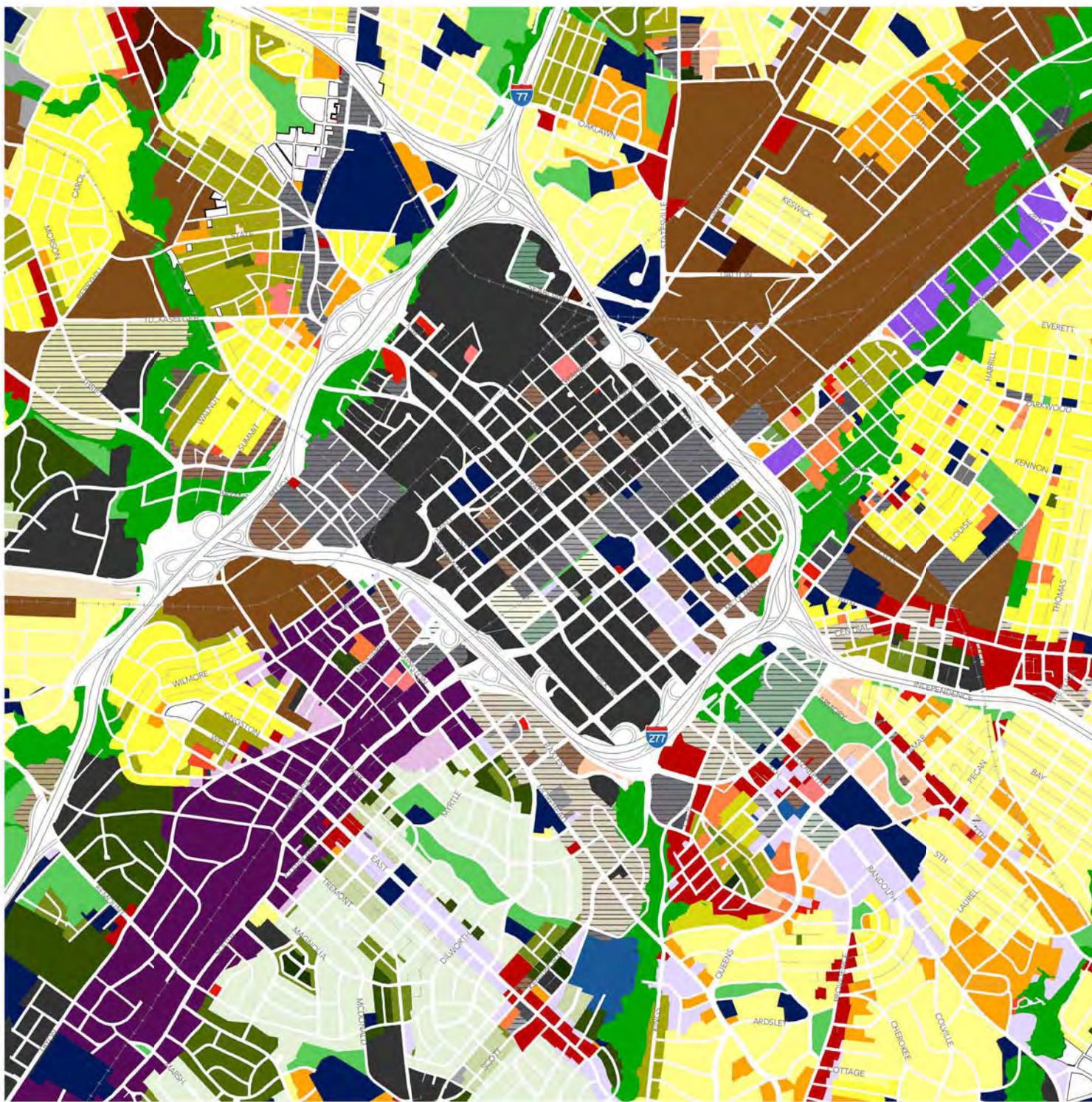
to increase to as much as 12% towards the end of 2010.

Retail space is also reemerging as a major element of Uptown. There is approximately 1.67 million square feet of retail space in Uptown. Retail space includes over 300 dining, grocery, service and consumer goods businesses. Another one million square feet of retail spaces is under construction or planned. Recent retail space analysis indicates a 40.9% increase in the total square feet of retail establishments from 2008 to 2009. For the same time period, Uptown has experienced a growth of 56 new retail businesses.

There are approximately 7,364 existing housing units in Uptown. Much of the housing supply is located in Fourth Ward, while Second Ward is composed of non-residential uses. Along with several new office, retail and mixed use projects, there are approximately 477 new residential units under construction—all in Fourth Ward.

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Land Use

- No Land Use Classification
- Retail, Office**
 - Residential/Retail
 - Retail
 - Office 1
 - Office 4
- Institution, Industrial**
 - Institutional
 - Institutional ch
 - Institutional med
 - Industrial 1
 - Industrial 2
 - Industrial 3
- Mixed Use**
 - Mixed Use 1
 - Mixed Use 4
 - Mixed Use 5
 - Mixed Use 9
 - Mixed Use 11
 - Mixed Use 13
 - Mixed Use 16
 - Mixed Use 19
 - Mixed Use 20
 - Mixed Use 24
 - Mixed Use 25
 - Mixed Use 28
 - Mixed Use 30
 - Mixed Use 33
 - Mixed Use 35
 - Mixed Use 36
- Multi Family Residential**
 - Multi Family
 - Multi Family 8
 - Multi Family 12
 - Multi Family 17
 - Multi Family 22
 - Multi Family 25
 - Multi Family gt25
- Single Family Residential**
 - Single Family 4
 - Single Family 5
 - Single Family 6
 - Single Family 8
- Residential**
 - Residential
 - Residential 4
 - Residential 5
 - Residential 6
 - Residential 8
 - Residential 12
 - Residential 17
 - Residential 22
 - Residential gt22
- Transit Oriented Development**
 - Tod-mixed
 - Tod-residential
- Parks and Open Space**
 - Greenway
 - Open Space
- Other**
 - Parking
 - Utilities
 - Warehouse

0 0.25 0.5 miles

MITG
Revised 01.29.10
Data Source: Mecklenburg County GIS



Plaza-Midwood neighborhood center.

Center City Neighborhoods

The location of land uses and design of buildings and development projects have resulted in distinctive Center City neighborhoods. Center City is comprised of different land uses, with future development projects attracting more investment and growth into Charlotte.

First Ward

First Ward is a mixture of historic homes to the north, and land uses related to arts, culture and entertainment along Trade and Tryon streets. The neighborhood is home to Spirit Square, Levine Museum of the New South, and ImaginOn. To its eastern end, First Ward also contains a mixed income neighborhood that was recently revitalized through a HUD HOPE VI project. The LYNX light rail also has a stop in First Ward.

Second Ward

Second Ward is mostly comprised of and surrounded by large single uses: the Charlotte Convention Center, the Government District, the First Baptist Church, the Metro School, the Board of Education and the Aquatic Center. Significant development in Second Ward was spurred by the relocation of the city's new convention center, completed in 1995. The new LYNX light rail also has three stops in Second Ward, at Trade Street,

3rd Street/Convention Center and the Westin Hotel. South of Second Ward is the Central Piedmont Community College. The remains of the old Brooklyn neighborhood include a church and a small row of shops at Third and Davidson streets. Marshall Park and the Green add green space and recreation opportunities to opposite ends of the neighborhood.

Third Ward

Originally a streetcar neighborhood, Third Ward contains residential development to the north, industrial uses to the west, and the Bank of America Stadium, Duke Energy Center and office towers to the south and east. Residents of Third Ward also have access to Frazier Park. Third Ward shares a portion of the Johnson & Wales campus with Fourth Ward, and is home to Gateway Village—one of the state's largest mixed-use developments. Running through Third Ward is the Irwin Creek Greenway that connects adjoining neighborhoods to Center City.

Like Fourth Ward, Third Ward is divided by rail lines with few convenient crossings to link the northwest side of the neighborhood to Center City. There are also many abandoned industrial sites, surface parking lots, and wide multi-lane roads.

Fourth Ward

Center City's Fourth Ward is home to historic Victorian homes and cemeteries, as well as new office and retail development. To the north, historic Elmwood and Pinewood Cemeteries account for most of the land use, along with the North Carolina Music Factory outdoor amphitheater and industrial uses. Nearby is the McColl Visual Art Center. At the western edge of Fourth Ward between Trade and 5th streets is Johnson & Wales University. Just outside of Fourth Ward to the north is Johnson C. Smith University.

Like Third Ward to the west, Fourth Ward is also divided by rail lines that border its historic cemeteries. Towards the intersection of Trade and Tryon streets, Fourth Ward features the Discovery Place Museum and Old Settlers' Cemetery, surrounded by existing office towers and parking lots.

Surrounding Neighborhoods

A key element of the 2010 Vision Plan was improving connectivity between Center City and its surrounding neighborhoods. New development and growth in and around Center City impact the livability and prosperity of adjacent neighborhoods.

In particular, the planning and design of transportation networks such as the I-277/

I-77 expressway loop can improve safe and convenient access between Center City and adjacent communities.

Zoning

Zoning in Center City is generally divided between the urban city core within Uptown, and neighborhood-oriented uses outside of the I-277/I-77 expressway loop (see Existing Zoning map).

There are eight zoning districts that determine the majority of land use in Uptown (see Table 1). Much of the zoning in Uptown allows for a mixture of uses including residential, commercial, and office. The Uptown Mixed Use District (UMUD) is the most prevalent zoning district in Uptown. There are also multiple Special Use Permit (SUP) designations for uses such as the Bank of America Stadium and Time Warner Cable Arena.

A majority of the Fourth Ward District contains a historic overlay to protect the neighborhood's historic district designation. The base zoning within most of the Fourth Ward is zoned Urban Residential (UR). First Ward also has some UR zoning along the neighborhood's frontage with I-277, and Third Ward has some Industrial (I-1) and UR zoning towards the neighborhood's frontage with the I-277/I-77 expressway loop.



Multi-family housing in Fourth Ward.

Table 1: Significant Uptown Zoning

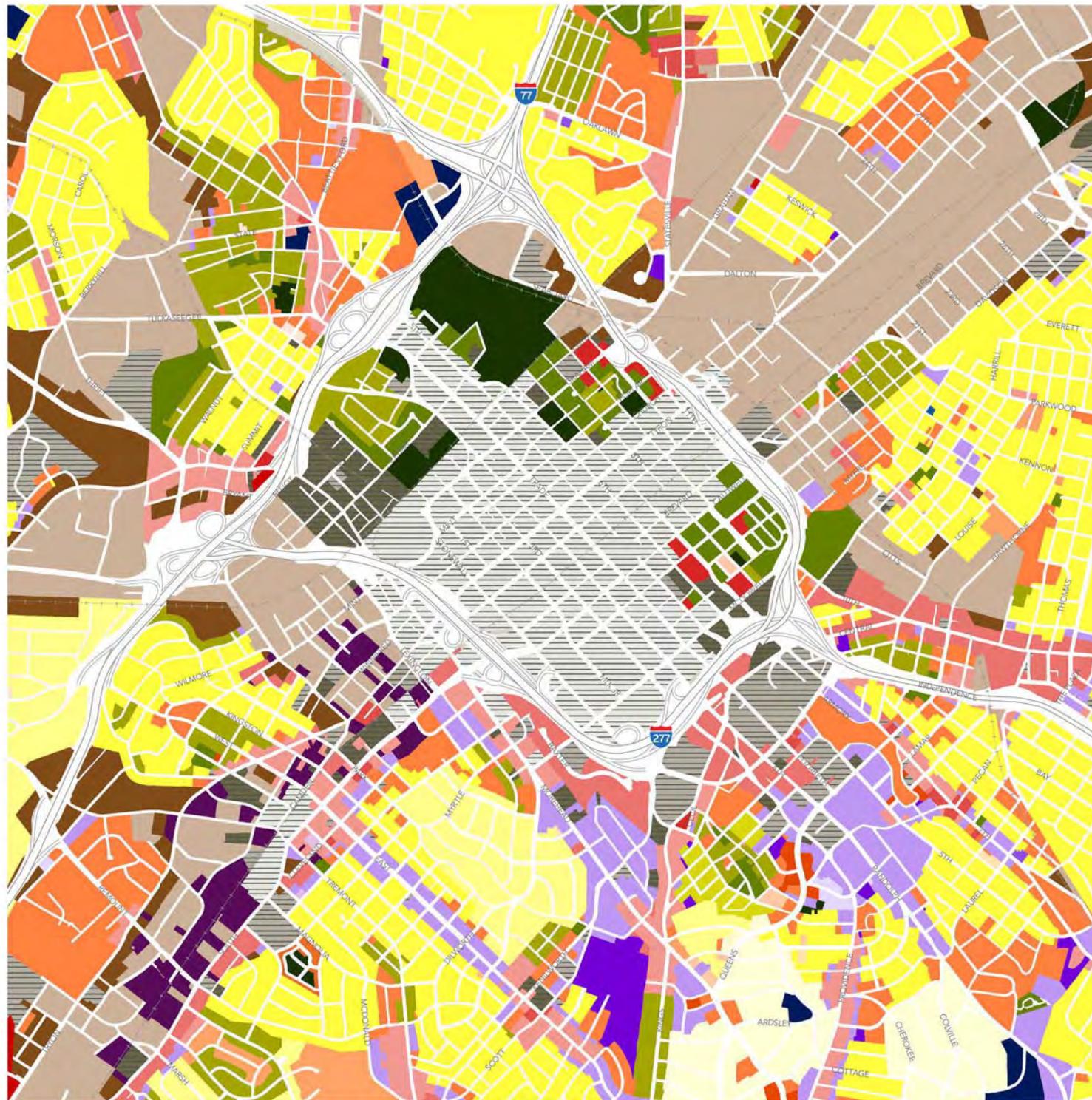
Zoning Designation	Purpose	Floor Area Ratio
Urban Residential-2 district (UR-2)	Promotes maximum opportunities for moderate density residential development.	1.0 (40' max. height)
Urban Residential-3 (UR-3)	Provides for high density residential development.	2.0 (60' max. height)
Urban Residential-Commercial district (UR-C)	Promotes a diversity of residential, Retail, office, recreational and cultural uses in a mixed use, higher density pattern.	3.0 (60' max. height)
Mixed Use Development District (MUDD)	Encourages mixed use development and its accompanying support commercial and office uses while maintaining a strong emphasis on pedestrian scale, urban development, and amenities.	120' max. height
Mixed Use Development District (Optional) (MUDD-O)	Addresses new development concepts, innovative design, special problems, public/private ventures, and other unique circumstances that MUDD cannot accommodate.	Discretionary review and approval
Uptown Mixed Use District (UMUD)	Calls for a mixed use development district to strengthen the high-density core of the central area and its environs.	Standards only apply when abutting residential uses
Industrial District-1 (I-1)	Creates and protects industrial areas for light manufacturing and the distribution of products at wholesale.	.80 (40' max. height)
Industrial District-2 (I-2)	Create and protect wholesaling and industrial areas for manufacturing, processing and assembling of parts and products, distribution of products at wholesale, transportation terminals, and a broad variety of specialized industrial operations	1.0 (40' max. height)
Industrial District-2 (I-2)	Create and protect wholesaling and industrial areas for manufacturing, processing and assembling of parts and products, distribution of products at wholesale, transportation terminals, and a broad variety of specialized industrial operations	1.0 (40' max. height)

Surrounding neighborhoods are predominantly single family residential, interspersed with industrial zoning along the railroad and to the northwest, and pockets of multi-family residential. Much of the commercial-related zoning exists

along major streets in South End, Midtown, Cherry, Elizabeth and Belmont neighborhoods. These corridors also have zoning that allows for transit oriented development—or higher density of mixed use centers with access to public transit.

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Existing Zoning

Freeway/Ramp

Rail

Business, Office

- Business 1
- Business 2
- Business Ns
- Business Ur-c
- Business B-d
- Office 1
- Office 2
- Office 3
- Office 6

Institution

- Institutional
- Institutional R-i

Industrial

- Industrial 1
- Industrial 2

Mixed Use

- Mudd
- Mudd-o
- Uptown Mixed Use, Umud

Multi Family Residential

- R-6mf
- R-8mf
- R-9mf
- R-12mf
- R-17mf
- R-20mf
- R-22mf
- R-43mf

Single Family Residential

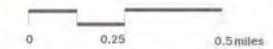
- R-3
- R-4
- R-5
- R-6
- R-8

Urban Residential

- Ur-2
- Ur-3

Transit Oriented

- Tod-m
- Tod-r



Revised 01.29.10
Data Source: Mecklenburg County GIS





ImaginOn: The Joe and Joan Martin Center.

New and Planned Development

Renewed interest in Center City has resulted in a concentration of newly completed and planned development projects. There are several major developments in and around the I-277/I-77 expressway loop (see Development Projects map).

In First Ward, the ImaginOn Children’s Learning Center, Time Warner Cable Arena and planned restoration of the Carolina Theater have reinvigorated Center City’s status as a major arts, sports and cultural center. First Ward has also become a learning center with the new UNC Charlotte campus, First Ward Elementary and Trinity Episcopal School, and the public library.

Second Ward is experiencing a wave of major redevelopment, bringing new residential complexes and entertainment venues to the district. The Brooklyn Village project will reinvigorate the neighborhood with a new park and a combination of residential and commercial space. Other projects that are changing the face of the district include EpiCentre, new government buildings and the NASCAR Hall of Fame.

In Third Ward, new development projects including a 5.2-acre Romare Bearden Park will help bring new investment to a surplus of vacant and under-used sites. The Wells Fargo Cultural Campus is one of the most notable recent developments in Third Ward. The campus includes the Mint Museum of Art, the Bechtler Museum of Modern Art, the Knight Theater and the Harvey Gantt African American Culture Center. Future development also includes the Gateway Transit Station that will provide a new commuter rail station and hub for the city’s mass transit system.

New development on the east end of Fourth Ward includes a mixed use office, residential and street level retail. The Gateway Station at Trade and Graham Streets will serve as a critical transportation gateway with a new multi-modal transit station and mixed use development center. In addition, the North Carolina Music Factory will become a central location for entertainment and art.

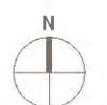
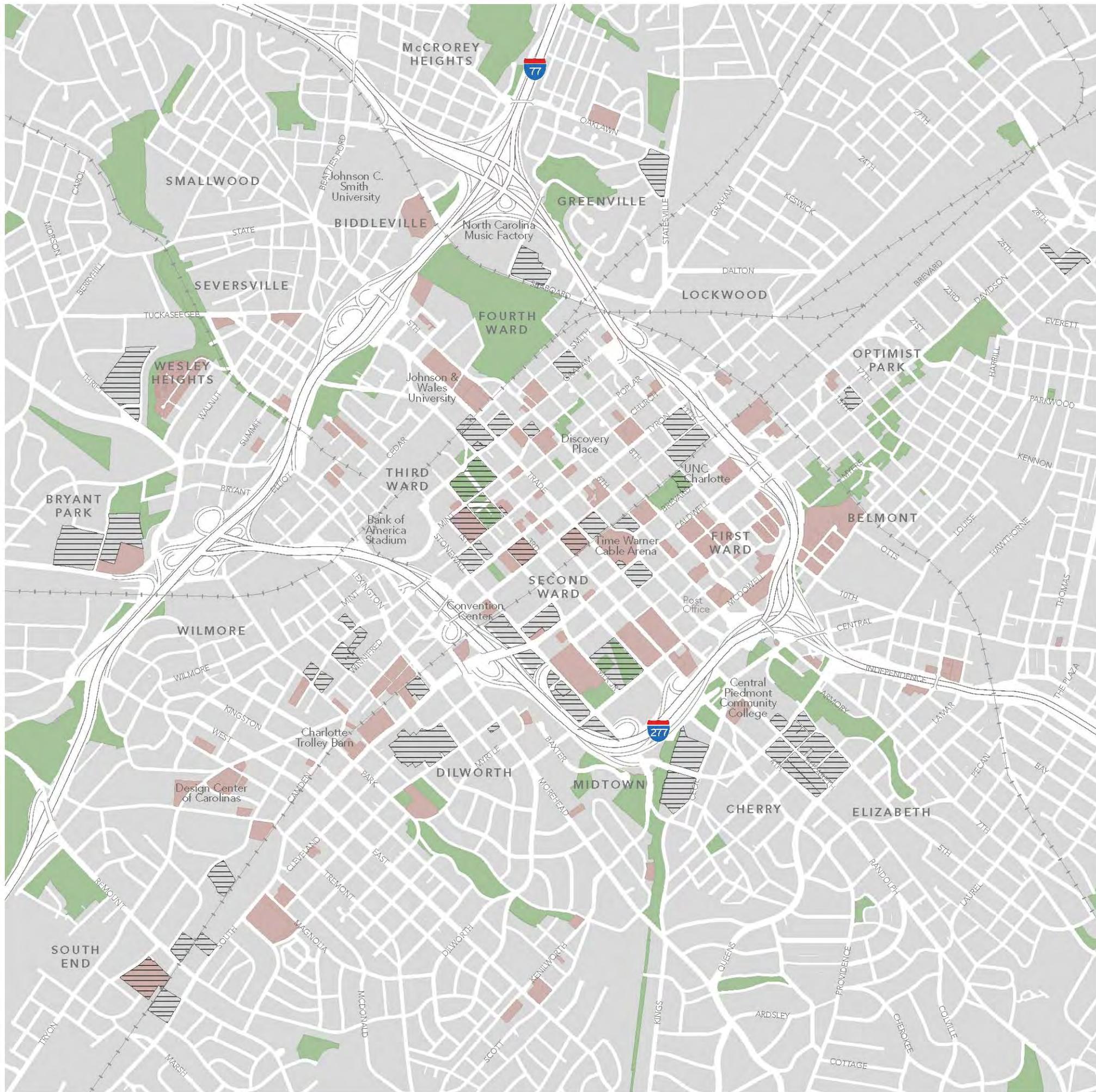
The surrounding neighborhoods also contain a significant number of recent and planned projects with the greatest concentrations in South End and Midtown.

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Center City 2020 Vision Plan

Development Projects

- Freeway/Ramp
- Rail
- Public Park & Open Space
- Proposed/Planned Projects
- Recently Completed Projects



Revised 03.22.10
Data Source: Mecklenburg County GIS





Plaza at Independence Square.

Parks and Open Spaces

Center City's parks and open spaces are composed of a variety of urban plazas, historic cemeteries and neighborhood parks (see Existing Center City Parks and Open Space map). Towards the center of Uptown, Fourth Ward Park provides opportunities for relaxing and social gathering and is one of the largest parks in proximity to the city core.

In Third Ward, Frazier Park connects with the Seversville Neighborhood to the north and Martin Luther King Community Park via the Irwin Creek Greenway. To the west of Trade Street in Second Ward, Marshall Park is at the center of Center City's Government District. The Green is one of Center City's newest parks and is built atop an underground parking garage south of Tryon Street.

Several private landscaped areas and civic plazas between streets and building entrances create

spaces for greenery or public gathering. In Fourth Ward, the Transamerica Square Green lies at the center of Transamerica Square and 400 North Church Condominiums and is above a six-story parking garage. Center City's cemeteries provide additional green space at Elmwood-Pinewood and Settlers Cemetery in Fourth Ward.

Larger parks are located outside the I-277/I-77 expressway loop. There are several parks to the south of Center City including Latta and Randolph Road community parks, and Freedom Regional Park that will connect to the rest of Center City via the Little Sugar Creek Greenway.

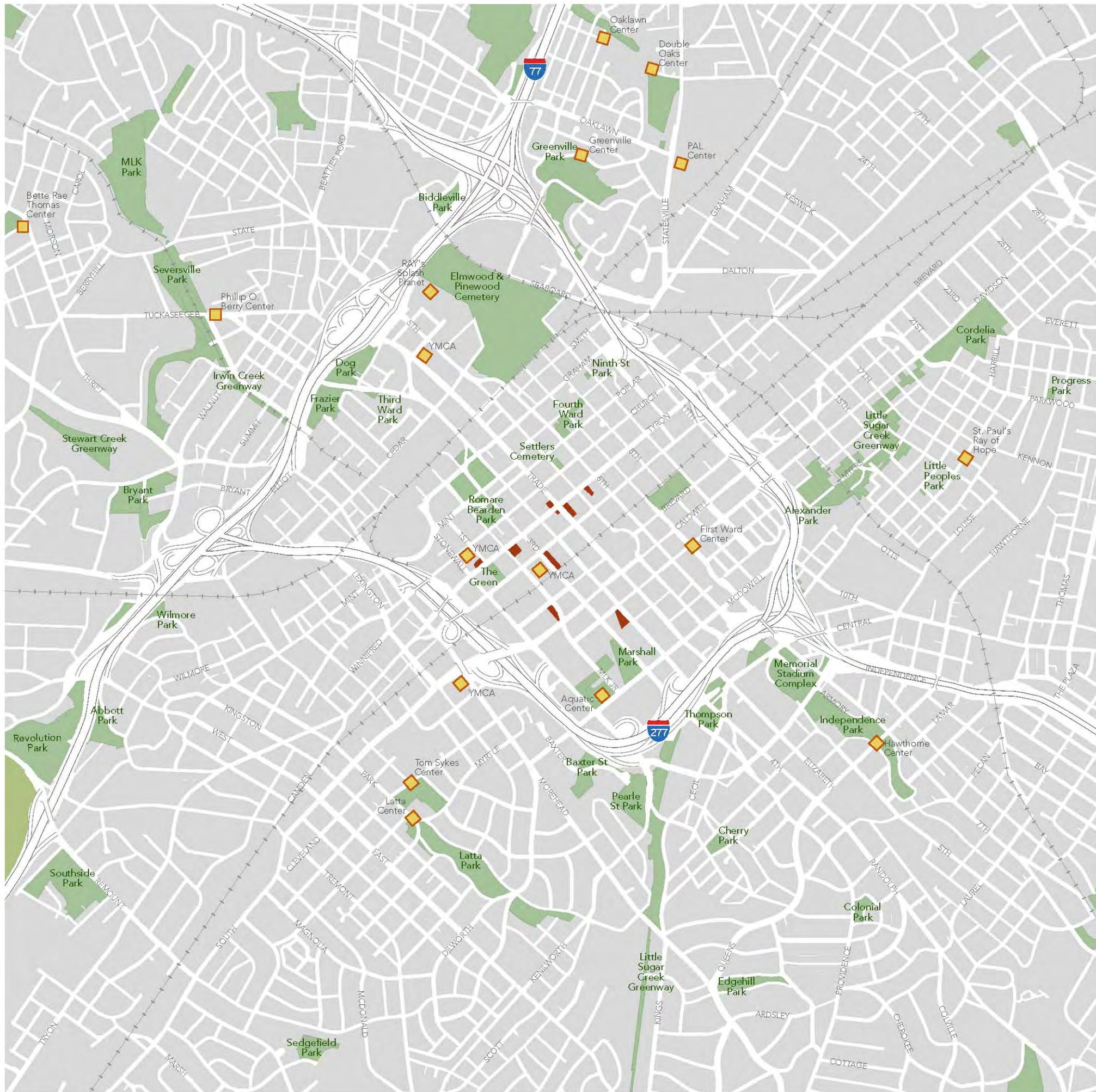
West of Uptown, there are multiple large parks as well as the Revolution Golf Course. Baxter Street and Pearl Street parks are adjacent to I-277, just outside of Second Ward. To the east, there are fewer parks and open spaces largely due to the railway corridor.

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Center City 2020 Vision Plan

Existing Center City Parks and Open Space

- Freeway/Ramp
- Rail
- Public Park & Open Space
- Golf Course
- Existing/Planned Civic Space
- Recreation Center





Multi-family housing in Uptown Charlotte.

Urban Fabric

Center City's land uses have resulted in a varied urban fabric, with a range of densities and building concentrations. Appropriate density and consistent development patterns are elemental factors that can create a memorable and vibrant Center City. The Building Figure Ground map shows the unique pattern of development in Center City.

The greatest concentration of densely situated large footprint development is located along South Tryon Street. The large building footprints of office towers generally create a pattern of intact and continuous development. To the north, along North Trade and North Tryon streets, development is less dense, with surface parking lots accounting for a large portion of the block area. The size and extent of building footprints begin to dissipate a short distance from the intersection of Trade and Tryon Streets. A more dense urban pattern spans several blocks east to the Time Warner Cable Arena while missing teeth abound heading west.

Center City is unique with its abundance of single family neighborhoods inside and outside the expressway loop. Residential development that lines streets within small enclaves in First, Third and Fourth Wards are located closer towards the edges of Uptown. Adjacent to these areas are large, underdeveloped parcels; mostly parking lots.

Infrastructure has also influenced the urban fabric of Center City. Most noticeably, the I-277/I-77 expressway loop has constrained the larger building footprints within Uptown, leaving the surrounding neighborhoods with intricate networks of local streets and residential uses.

Land surrounding the interstates, reserved as right-of-way, has resulted in undeveloped corridors surrounding Uptown. Similarly, the railroad lines in east Center City and accompanying rail yard are almost entirely void of building footprints. In South End, new development along the LYNX light rail line has resulted in a more dense urban fabric, with a more continuous building footprint pattern.

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Center City 2020 Vision Plan

Building Figure Ground

- Freeway/Ramp
- Rail
- Building Footprint



Revised 03.22.10

Data Source: Mecklenburg County GIS





Convention Center Plaza.

Development Opportunities

The amount of vacant and underutilized land throughout Center City creates opportunities for new development. The Vacant and Underutilized Parcels map shows the extent of potential opportunities.

Vacant parcels are either completely undeveloped, or have minor improvements that would not significantly interfere with new development. There are several vacant parcels in Uptown that can fill in gaps shown on the Building Figure Ground map. In surrounding neighborhoods dozens of smaller parcels are also vacant, creating development opportunities where there is limited space.

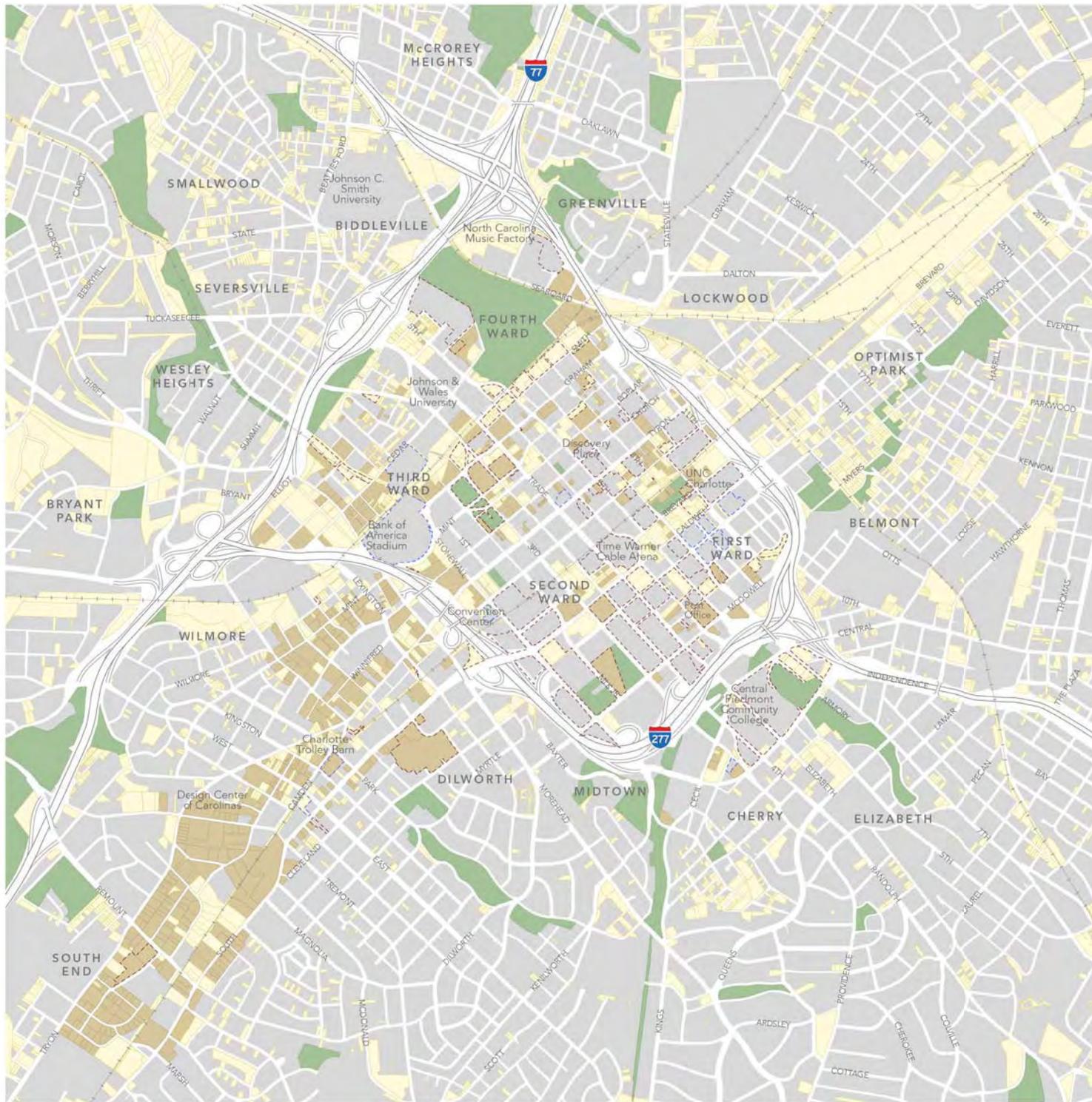
Underutilized parcels have been identified by the City as sites with potential for redevelopment. There are several large, underutilized parcels in Uptown. Many of these sites are currently used as surface parking lots. Outside of the I-277/I-77 expressway, the largest concentration of underutilized parcels exist in the South End neighborhood along the LYNX light rail line.

Several parcels are in public ownership. Some of these sites are already developed, while others are vacant or underutilized. Public land, such as the Government Center in Second Ward and the Hall Marshall site in First Ward, represent excellent opportunities for partnerships that can spur desired development. Other significant publicly-owned sites include the North Carolina Department of Transportation ownership along the railway in Third and Fourth Wards and extensive city-owned land along I-277/I-77 interchanges and on/off ramps.

While many of these underused sites hold potential for new development and redevelopment opportunities, some may not be suitable or better used for other purposes. Land ownership and availability, environmental site remediation and redevelopment costs are some of the major factors that may impact use of these sites.

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Center City 2020 Vision Plan



Vacant and Underutilized Parcels

- Freeway/Ramp
- Rail
- Public Park & Open Space
- Vacant Parcel
- Underutilized Parcel
- Other Parcel
- Publicly Owned Parcel
- Joint Public/Private Owned Parcel

0 0.25 0.5 miles

Center City
2020
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Data Source: Mecklenburg County GIS



I-277/Brookshire Freeway.



Center City Level of Service
(red indicates a failing LOS of E or F).

CIRCULATION SYSTEM

Center City's circulation network and transportation system consists of I-277 and I-77, local streets, and sidewalks and bikeways. There is also a light rail line between College and Brevard streets, and passenger and freight rail between Graham and Cedar streets.

Street Grid and Connectivity

Morehead, Trade and 5th streets serve as the major connections to the west and north. These streets also provide access to I-277 and I-77. Tryon Street, South Boulevard and McDowell Street connect with Morehead Street to the west, and Stonewall, 3rd, 4th and 7th Streets provide the primary access from Center City to the south. North Graham, Tryon, Caldwell and Davidson Streets all link Center City to the east.

The I-277/I-77 expressway loop serves as a major physical barrier between Center City and surrounding neighborhoods (see Block Figure map). There are large expanses of highway rights-of-way and interchanges surrounding Center City. Interstate on and off ramps spread traffic onto multiple streets and serve as gateways to the Center City.

The Center City 2010 Vision Plan and Center City Transportation Plan stress the importance of

making the expressway loop less of an impediment to pedestrian circulation and neighborhood connectivity. The primary objective of the Center City Transportation Plan is the creation of a more pedestrian-friendly core within Center City, supported by enhanced transit service and improved pedestrian facilities. The plan defines the Center City core as a two-to-three block area on either side of Tryon and Trade streets. The plan also identifies a lack of thoroughfares from First and Fourth Wards to Center City.

Roadway Capacity

According to the City of Charlotte Transportation Action Plan, most Center City streets are under capacity. However, sections of I-277 are congested with traffic demand exceeding the capacity of the roadway. Congestion on I-277 interchanges are partially related to design and configuration relative to the volume or traffic demand.

Local roadways, such as portions of Davidson Street, that provide access from adjacent residential neighborhoods are over congested at certain times of day. Other congested local streets include 10th Street, Wesley Heights Avenue and Trade Street (west of Interstate 77).

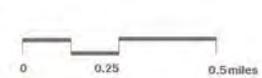
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Center City 2020 Vision Plan

Block Figure Ground

Freeway/Ramp

Blocks



Revised 01.29.10

Data Source: Mecklenburg County GIS





Signature pedestrian street in Uptown.

Center City Street Classifications

The Center City Transportation Plan provides street guidelines based on pedestrians and motorists. Both guidelines affect the design of streets and buildings within Center City's I-277/I-77 expressway loop.

There are five pedestrian scale street types in Center City (see Planned Street Network and Classification map) that include:

- *Class 1: Signature Pedestrian Streets* - form the spine of the pedestrian system and support major activity corridors;
- *Class 2: Primary Pedestrian Streets* - connect activity centers and transit stations to Signature Streets;
- *Class 3: Secondary Pedestrian Streets* - provide pedestrian linkages to the Primary and Secondary Streets;
- *Class 4: Linear Parks* - a pedestrian realm greater than 22 feet in width; and
- *Special Treatment Conditions* - enhancements where minimum pedestrian widths cannot be achieved.

A component of the Center City Transportation Plan is the Transportation Action Plan (TAP). The TAP includes Urban Street Design Guidelines that identify appropriate designs for buildings and

streets based on street location and function within the City. There are five urban street types:

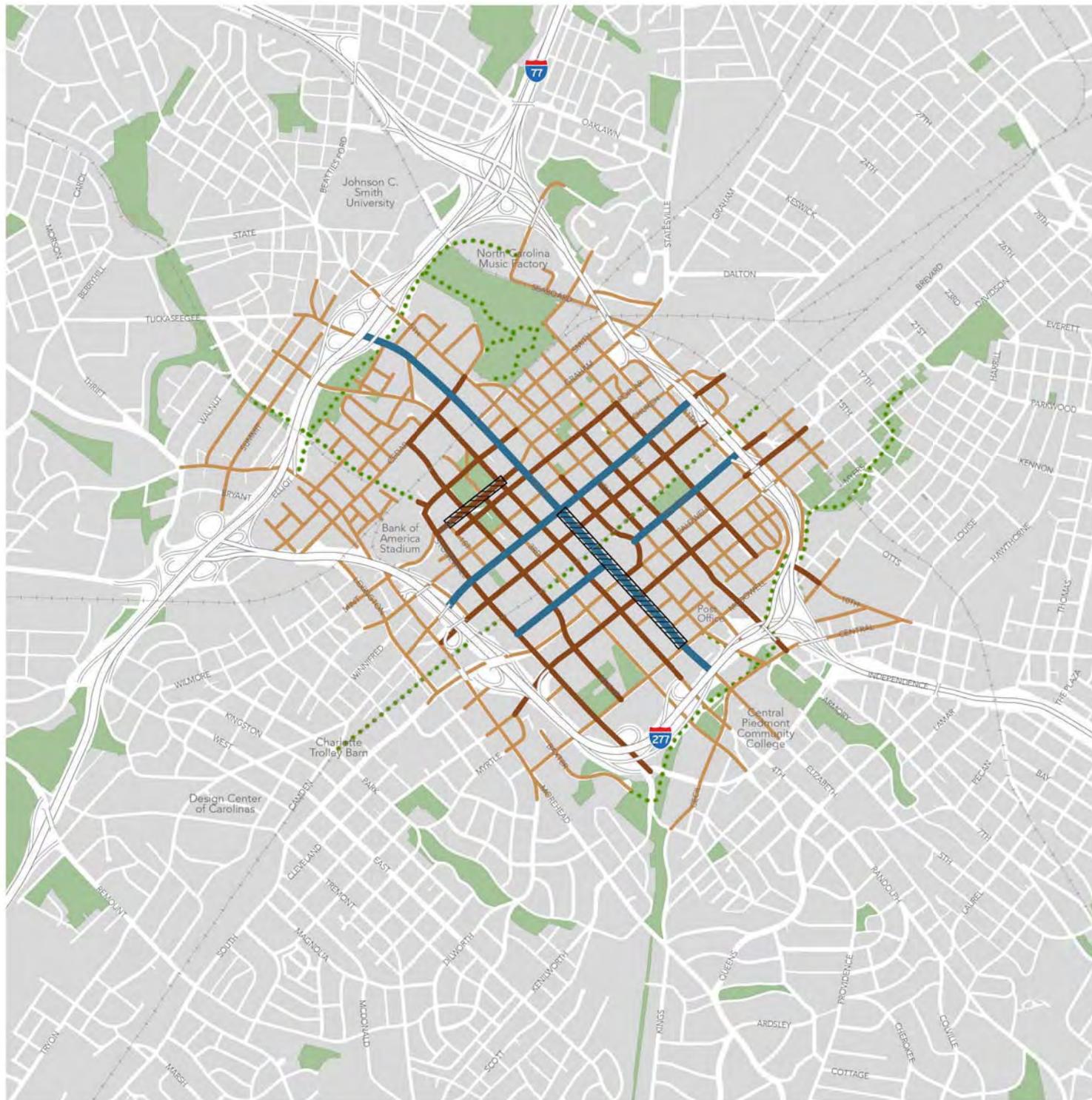
- *Main Streets provide access to and function as centers of civic, social and commercial activity. Development along main streets is dense and focused toward the pedestrian realm;*
- *Avenues provide access from neighborhoods to commercial areas, between major destinations, and in some cases, through neighborhoods;*
- *Boulevards move large numbers of vehicles (as through traffic) from one part of the city to another and to other lower level streets. Development along boulevards is more setback from the street than on avenues;*
- *Parkways are auto-oriented and designed to move motor vehicle traffic from one part of the metro area to another and provide access to major destinations; and*
- *Local Streets provide access to residential, industrial, commercial districts and mixed use areas. Residential local streets have three standard cross-sections (narrow, medium and wide) while office/commercial local streets have two standard cross-sections (narrow and wide).*

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Center City 2020 Vision Plan

Planned Street Network and Classifications (Center City Transportation Plan)

- Freeway/Ramp
- Rail
- Public Park & Open Space
- Class 1: Signature Pedestrian Streets
- Class 2: Primary Pedestrian Streets
- Class 3: Secondary Pedestrian Streets
- Class 4: Linear Parks
- Special Treatment Conditions



0 0.25 0.5 miles

M I G

Revised 03.22.10
Data Source: Mecklenburg County GIS

CENTER CITY
20
VISION PLAN



Surface parking lot in Uptown.

Parking

Parking structures and lots are a dominant feature in Center City Charlotte, particularly Uptown. Much of Uptown is surrounded by large, city-block sized areas dedicated to parking. A system of four one-way street loops helps to limit congestion as vehicles enter and exist parking facilities (see Existing Center City Parking map).

There are 43 parking garages in Uptown with a total of 35,830 spaces. In addition, there are 71 surface parking lots with 9,008 spaces. The combined number of parking spaces in Uptown is 44,838 spaces.

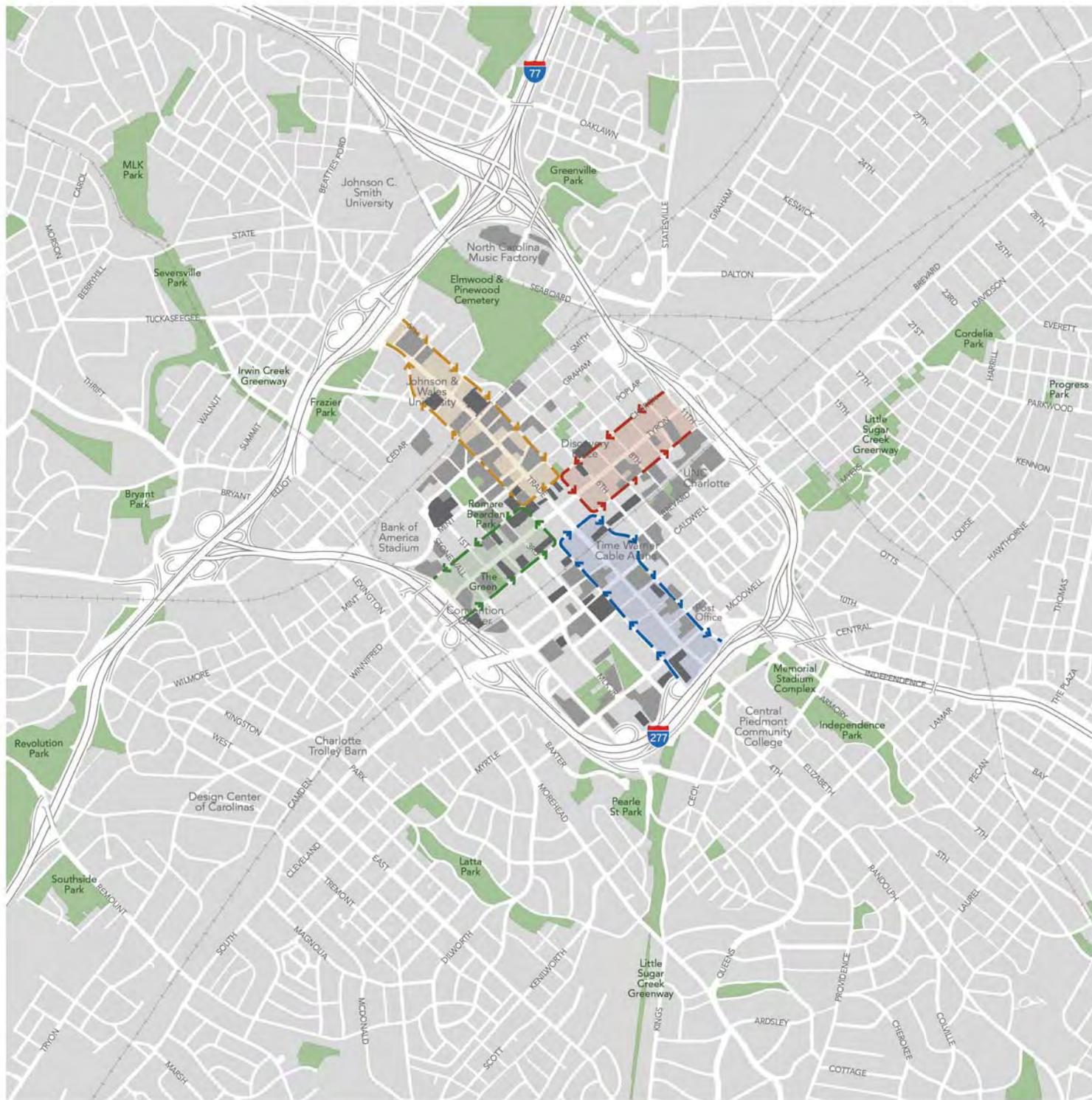
Based on new development, the Center City Transportation Plan estimates a total need for 50,700 parking spaces over the next 20 years. According to the plan, most of the additional parking spaces will need to generally be located in South-central Center City, West Trade Street corridor, and the North Tryon area. To help offset future needs, the plan also calls for increasing on-street parking and balancing parking supply with transit service.

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Center City 2020 Vision Plan

Existing Center City Parking

- Freeway/Ramp
- Rail
- Public Park & Open Space
- Surface Parking
- Parking Structure
- West Trade Street Parking Loop
- North Tryon Street Parking Loop
- East Trade Street Parking Loop
- South Tryon Street Parking Loop



Public Transit

Center City’s transit service is provided by the Charlotte Area Transit System (CATS). Existing public transit consists of bus and light rail, as well as proposed streetcar and commuter rail (see Existing Transit map). Other services provided by CATS include neighborhood shuttles, employment center shuttles, Special Transportation Service, Vanpool and carpooling services. While Center City has one light rail line, bus service provides extensive public transit service throughout the city.

Light Rail Transit

The LYNX Blue Line is Charlotte’s light rail service, connecting Center City with Interstate 485 to the south. The 9.6 mile route has four stations within the I-277/I-77 expressway loop and 15 total, including seven park and ride lots.

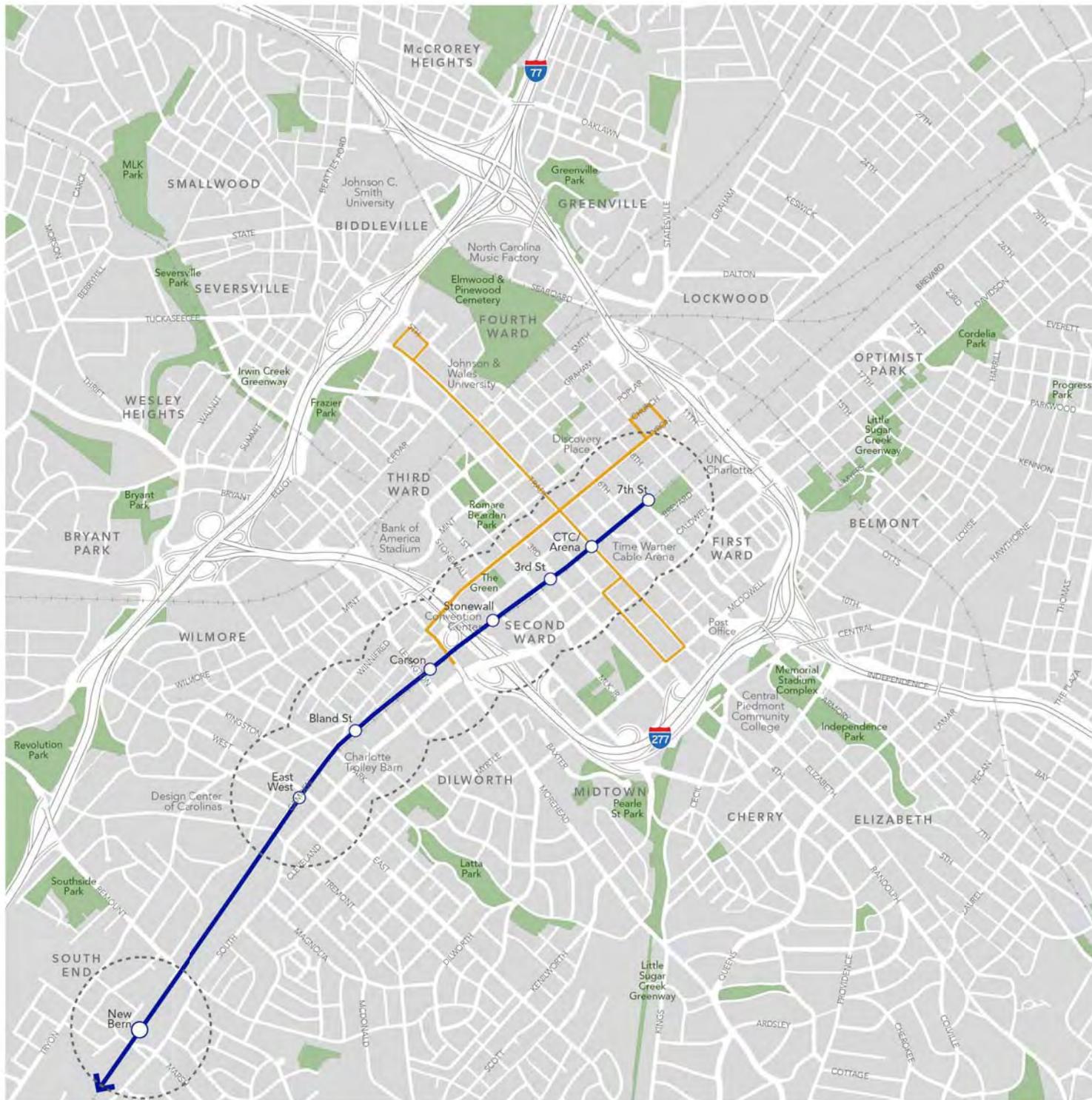
Bus

CATS provides local and express bus routes throughout Center City and surrounding destinations. CATS buses also provide connections from Center City to the Charlotte-Douglas International Airport. The fareless Gold Rush rubber-wheeled trolley service offers two circulating lines in Center City.

Center City’s transportation center is insufficient in size to handle the current demand. The lack of adequate stacking and bus transfer space often leads to queuing and congestion on Trade and 4th streets.

CHARLOTTE

Center City 2020 Vision Plan



Existing Transit

- Freeway/Ramp
- Rail
- Public Park & Open Space
- LYNX Blue Line Light Rail & Station
- 1/4 Mile Radius around Rail Station
- Gold Rush Line

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Center City
20
VISION PLAN

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Looking northeast down College Street from 5th Street.

Circulation Updates

The Center City Transportation Plan provides the primary direction for future transportation-related improvements. The plan is based on a total 2030 population of 30,200. The plan's Street Enhancement Standards Map provides the basis for codifying transportation improvements and recommendations related to pedestrian and vehicular circulation, on-street parking and other functions that occur in the street rights-of-way and adjoining properties (see Center City Circulation Updates map).

The Center City Transportation Study establishes the foundation for transportation improvements within and around the I-277/I-77 expressway loop. The study identifies several realignments to interstate ramps, reduction of pavement widths and enhancements, new street locations and reconfigurations, light rail alignments, and open space. As recommended by the Center City Transportation Plan, some existing one-way streets will be converted for two-way traffic. These include portions of Mint, Poplar, Brevard, Caldwell and Second Streets.

Based on analysis of the Center City Transportation Study, the Center City street network will be able to accommodate projected traffic volumes in the

future. According to the plan however, it will be critical to route traffic to the I-277/I-77 expressway loop, as well as the internal Circulator Route that includes Graham, Stonewall, McDowell, Eleventh and Twelfth Streets. This will also be important in developing a more pedestrian friendly core.

The Integrated Transit/Land Use Plan identifies improved transit corridors for light rail, street car and commuter rail. Based on the plan, the following five public transit projects are proposed within Center City.

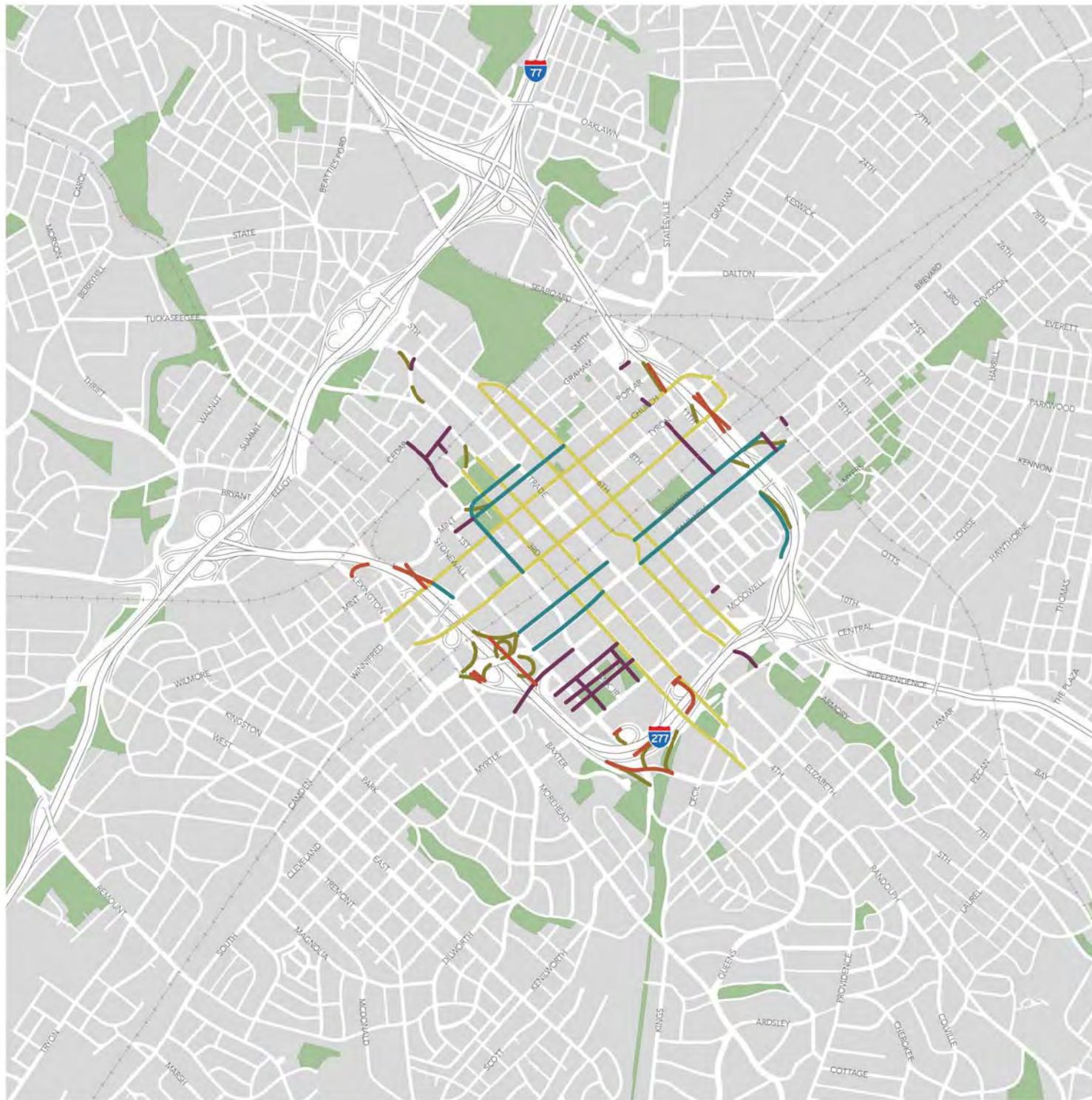
- *Center City Streetcar Line.* The proposed streetcar line will run 10 miles along Beatties Ford Road near Interstate 85 through Center City along Trade Street, traveling up Elizabeth Avenue by Central Piedmont Community College (CPC), and out to Central Avenue at Eastland Mall.
- *North Corridor Commuter Rail Line.* The proposed North Corridor Commuter Rail Project will operate along 30 miles of the existing Norfolk Southern rail line (the "O" line) from Center City Charlotte to Mooresville in southern Iredell County. The alignment parallels Graham Street in the south and Old Statesville Road in the north.

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Center City 2020 Vision Plan

Center City Circulation Updates (Center City Transportation Plan)

- Freeway/Ramp
- Rail
- Public Park & Open Space
- One-way Streets to Remain
- One-way Streets to Convert to Two-way Street
- New Street
- Interchange Realignment
- Existing Ramps and Streets to be Removed



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CENTER CITY
20
VISION PLAN



CATS bus line 20 Sharon Road.

- *Northeast Corridor Light Rail Line. The Blue Line Extension (Northeast Corridor) is an extension of the LYNX Blue Line light rail service. The 11 mile alignment will serve to decrease congestion on Interstate 85 by extending 9th Street in Center City through the North Davidson and University areas, to Interstate 485 north of UNC Charlotte.*
- *Southeast Corridor Rapid Transit Line. The proposed Southeast Corridor extends approximately 13.5 miles from Center City to the border of Mecklenburg and Union Counties, terminating at Central Piedmont Community College's Levine Campus.*
- *West Corridor Streetcar Line. The proposed West Corridor project is a 6.4 mile alignment that will operate Streetcar from Trade Street to Cedar Steet, to West Morehead Street, then along Wilkinson Boulevard to Harlee Avenue; terminating at the airport employee parking lot on Harlee Avenue.*

Trails and Bikeways

The existing trail and bikeway network is composed of off-street paths, sidewalks and on-street bicycle lanes and shared streets (see Existing Center City Bikeways and Trails map). There are currently few designated bikeways that provide safe and convenient access into Center City. However, planned connections will increase the number of trails and bikeways linking Center City to adjacent neighborhoods, parks and greenways.

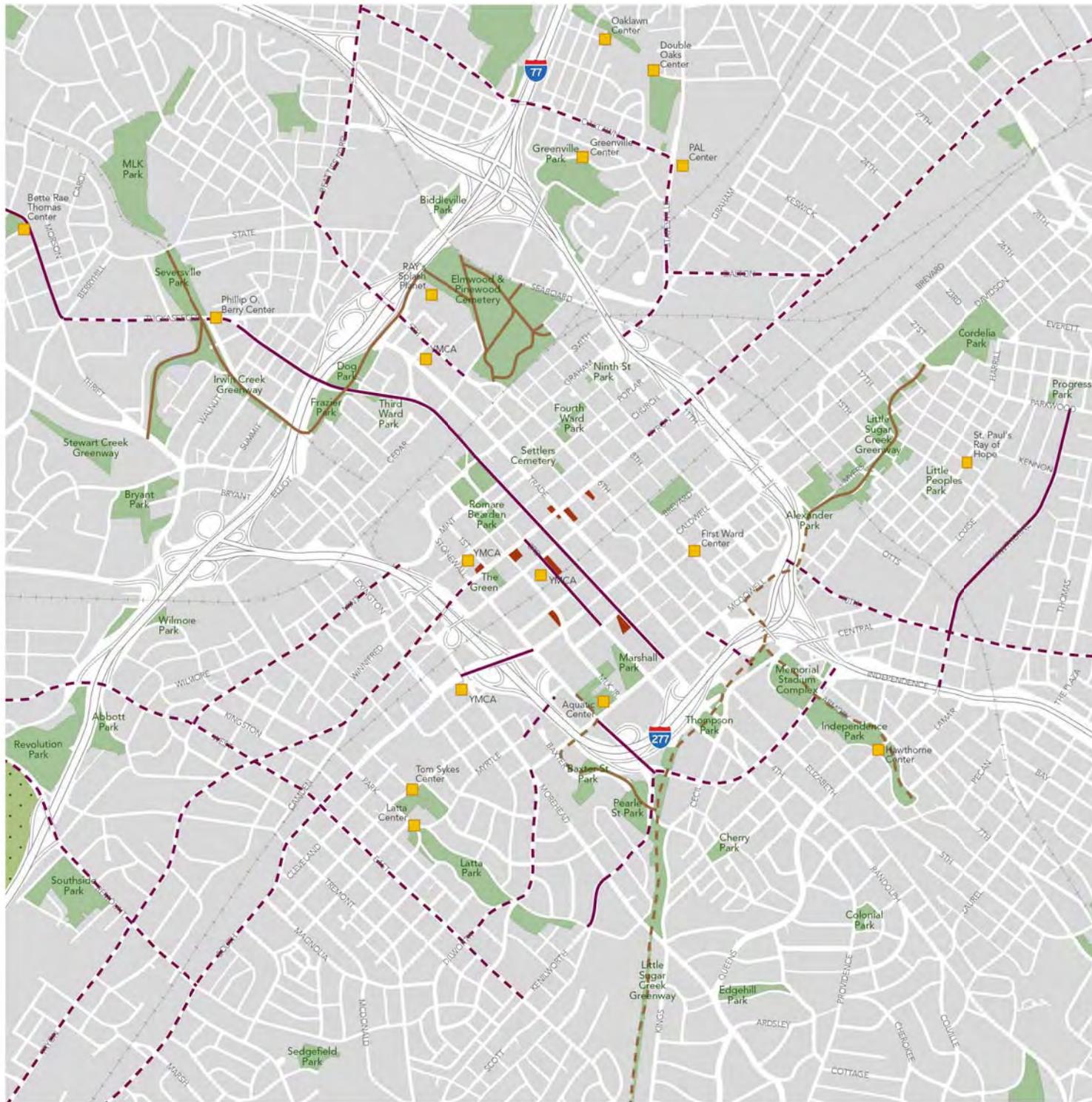
Based on the direction of the Transportation Action Plan, the Charlotte Bicycle Plan is the guiding document for the city's bicycle system. A pedestrian plan is also in development. The Bicycle Plan calls for the redevelopment of underpasses and overpasses along the I-277/I-77 expressway loop to enhance pedestrian and bicycle connectivity between Center City and surrounding neighborhoods. The plan also identifies several barriers to the bicycle network that include existing and proposed light rail lines, the passenger and freight rail lines, and the I-277/I-77 expressway loop.

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Center City 2020 Vision Plan

Existing Center City Parks, Bikeways and Trails

- Freeway/Ramp
- Rail
- Public Park & Open Space
- Golf Course
- Existing/Planned Civic Space
- Existing Trail
- Planned Trail
- Existing Bikeway
- Planned Bikeway
- Recreation Center



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Center City
2020
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Data Source: Mecklenburg County GIS



Multi-use pathway near Panthers practice field in Third Ward.

New pedestrian and bicycle system improvement projects underway in Center City include:

- *A pedestrian walkway along the majority of the LRT line that runs between Brevard and College streets, from south of I-277 to 9th Street. The expansion of this line to accommodate the NE Corridor Light Rail Project will include construction of pedestrian ways on both sides of the line.*
- *Pedestrian streetscapes along the new Charlotte Gateway Station on West Trade Street. New streets will be constructed south of Fourth Street to support the inter-city bus service and parking components of the Charlotte Gateway Station.*
- *A pedestrian/bicycle overpass at 9th Street with construction of new rail lines.*

To improve pedestrian and bicycle accessibility, there are two planned greenway systems for Center City. Developed and planned sections of the Irwin Creek and Stewart Creek Greenways will provide connections from Center City to the north and southeast. At the south end of Center City, the Little Sugar Creek Greenway will provide pedestrian and bicycle access to the south.

UTILITIES

As a city established over 200 years ago, much of Charlotte has an outdated infrastructure system. The impact of Center City's aging infrastructure results in unknown pipeline materials and condition, as well as uncertainty of the condition and operability of valves and hydrants for the water system.

Water and Sanitary Sewer

Charlotte-Mecklenburg Utilities (CMU) operates and maintains the water and wastewater systems within the City of Charlotte. Center City's water system is divided into four zones served by three treatment plants which are located outside of Center City. Water demand projections are based on reasonable market driven projections, trends in development, and current projects as well as potential rezoning submissions.

There are five waste water treatment plants within the system. Center City is primarily served by two of the plants: The Irwin Creek Treatment Facility and the Sugar Creek Treatment Facility.

Storm Water

Charlotte-Mecklenburg Storm Water Services operates and maintains the storm water program. The City and County work together to control storm water runoff, initiate comprehensive programs of floodplain management, ensure water quality, champion environmental causes and maintain storm drainage systems.

In 1993, Charlotte Storm Water Services began improving drainage infrastructure and eliminating sources of storm water pollution through a fee-funded storm water program. Charlotte and Mecklenburg County work in unison to manage complementary storm water programs, focusing on water quality and “public storm water” on any property.

Charlotte-Mecklenburg Storm Water Services has the distinction of being one of the Federal Emergency Management Agency’s (FEMA) first Cooperating Technical Partners. This responsibility uniquely positions development within Uptown and the adjacent communities for faster, more accurate updates as potential changes in land use and development occur.



Marshall Park in Second Ward.

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APPENDIX A: CENTER CITY PLANNING EFFORTS

Planning efforts relevant to Center City include existing Center City plans and policies, Uptown neighborhood plans and surrounding neighborhood and area plans.

Existing Center City Plans and Policies

There are a variety of existing Center City plans that impact the future vision of the city. These include transportation related plans, policy documents, as well as area plans and design guidelines.

2015 Plan, 1997

The 2015 Plan is a policy document that prioritizes a number of areas that city and county government, and the greater community, can focus on to ensure that Charlotte-Mecklenburg remains economically viable, and continues to offer a high quality of life. The plan was developed by staff-led citizen work groups and adopted by the Charlotte-Mecklenburg Planning Commission. There are two primary plan sections. The Community Issues section provides an analysis of issues related to land use, transportation, education and economic development. The plan also contains an implementation section with a communications strategy to assist citizens in making informed choices about Center City's future.

2030 Transit Corridor System Plan, 2006

The 2030 Transit Corridor System Plan calls for multiple rapid transit improvements that further the vision outlined in the 2025 Integrated Transit/Land Use Plan. One of the key elements of the plan is to integrate land use with public transit through transit oriented development (TOD). Once complete, the 2030 Transit Corridor System Plan will consist of 25 miles of commuter rail, 21 miles of light rail, 16 miles of streetcar, 14 miles of bus rapid transit and an expanded network of buses and other transit services. The plan identifies several major transit projects that connect to Center City including:

- *Light rail from Center City to I-485 at South Blvd. and North Tryon Street (LYNX Blue Line);*
- *Commuter rail from Center City to Mount Mourne (LYNX Purple Line);*
- *Bus Rapid Transit from Center City to CPCC Levine Campus (LYNX Silver Line);*
- *Center City street car; and*
- *Enhanced bus service and streetcar line from Center City to the airport.*

Brevard Street Land Use and Urban Design Plan, 2008

The purpose of the Brevard Street Land Use and Urban Design Plan is to promote positive and enriching development along Brevard Street through the implementation of a land use and urban design vision. It builds upon the ideas put forward in the Memorable Streets-Brevard Street Connectivity Study. Divided into two sections, the plan establishes goals as well as an implementation plan for improving Brevard Street.

Center City Transportation Plan, 2006

The objective of the Center City Transportation Plan is to help fulfill the vision for Center City Charlotte as it grows and changes over the next 20 years. A key theme of the plan is the focus on pedestrians. With this theme, the plan calls for a system of efficient, attractive, pedestrian friendly streets to create a walkable Center City, and to decrease reliance on driving between Center City destinations. The plan calls for using transportation and parking strategies to support growth and intensification of various land uses, with emphasis on office employment. The plan organizes proposed improvements into the following categories:

- *Modifications to the I-277/I-77 expressway loop;*
- *Retention or conversion of some one-way street to two-way streets;*
- *Construction of new streets;*
- *Conversion of traffic lanes to pedestrian space, on-street parking and/or bicycle lanes;*
- *Modifications of turn lanes and intersections; and*
- *Closure and modification of grade-level railroad crossings.*

Centers, Corridors, Wedges: Growth Framework, 2008

The Centers and Corridors development framework was originally introduced in 1994 and is the city's adopted overarching policy for organizing and guiding growth and development within the City of Charlotte. The original framework also established the Transportation Action Plan to implement specific framework policies. The Centers, Corridors and Wedges Growth Framework is the most recent framework update and broadens the original transportation-oriented focus to include other aspects of planning and development, such as public facility needs and environmental concerns.

The Framework helps accommodate growth by matching development types and intensities with public infrastructure, particularly transportation facilities. This generally means locating most employment opportunities and higher density housing choices primarily in the Activity Centers and Growth Corridors, while maintaining the lower density residential character of the Wedges. The document defines the development concepts as:

- *Activity Centers: focal points of economic activity typically planned for concentrations of compact development.*
- *Growth Corridors: five linear growth areas that extend from Center City to the edge of Charlotte, roughly parallel to I-77 or 85 or to U.S. 74.*
- *Wedges: large areas between Growth Corridors, where residential neighborhoods have developed and continue to grow. The Wedges consist mainly of low density housing, as well as a limited amount of moderate density housing and supporting facilities and services.*

Cultural Facilities Master Plan, 2004

The Cultural Facilities Master Plan provides a vision for future cultural facility development in Charlotte-Mecklenburg. The plan contains a conceptual plan that addresses new projects, as well as project priorities, and a financing strategy. The plan also contains several “big idea” projects including the Bechtler Museum and Traditional Music Hall of fame. Along with specific facility recommendations and development projects, the plan also identifies several infrastructure improvements including an underground parking garage in First Ward, and a city-wide cultural district way-finding system.

Gateway Station Area Plan, 2005

The Gateway Station Area Plan calls for a Center City transit center, surrounded by a mixture of uses. Based on the guiding principles of the 2010 Vision Plan, and the Third Ward Vision Plan, the proposed Gateway Station site is located at the southwest corner of the intersection of Trade Street and the North Corridor Commuter Rail line. The site will also provide street car service, and potentially, the East/West line proposed for Trade Street. When completed, the station will be

a multimodal transit hub, providing Center City with a range of convenient transportation options, including:

- *The Amtrak station for Charlotte with intercity rail service to Atlanta, Raleigh, and the Northeast;*
- *An off-street bus station and a Greyhound bus depot.*

General Development Policies, 2007

The General Development Policies (GDP) document provides guidance for the location, intensity and form of future development and redevelopment throughout the Charlotte community. The policies provide direction in developing future land use plans as well as in making rezoning decisions. They provide guidance in updating zoning and subdivision ordinances, and for integrating land use planning with capital facilities planning; particularly transportation planning. The original GDP were adopted in 1990 and addressed a wide array of issues related to growth and development. The city is in the process of updating and enhancing the original policies.

I-277 Land Development Framework, 2008

The I-277 Land Development Framework provides land use and urban design recommendations for the reconfiguration of the Caldwell Street and I-277 interchange in the southern portion of Center City. As a gateway for Center City's southern edge, the framework calls for a diverse mixture of land uses to compliment the NASCAR Hall of Fame, Convention Center, and other nearby uses, as well as the provision of first floor retail opportunities, signature buildings, and pedestrian scale design.

Mecklenburg County Central District

Plan, 1993

The Central District Plan addresses the suburban growth of outlying Charlotte, refocusing attention on Center City. Unlike other district plans that primarily focus on development opportunities on vacant land, the Central District Plan identifies strengths, weaknesses, challenges, and opportunities facing the community and provides policies and strategies to improve the Central District. Included in the plan are specific plan recommendations related to the following:

- *Intensifying zoning within neighborhoods;*
- *Creating compatible infill housing;*
- *Developing mixed use centers and commercial corridor redevelopment;*
- *Redeveloping industrial areas;*
- *Addressing aging and inadequate infrastructure, schools, parks and open space;*
- *Evaluating transportation issues related to light rail, new or improved roads, and the pedestrian environment; and*
- *Discussing historic preservation, street trees, and community education.*

Transportation Action Plan, 2006

The Transportation Action Plan (TAP) is a city wide document that recommends goals, objectives, policies and the transportation improvements necessary to prepare the city to meet its future transportation needs. The TAP calls for \$3.57 billion in transportation funding to be spent on

street, pedestrian and bicycle improvements over a 25-year planning horizon as well as increased street maintenance. A key component of the TAP is the Urban Street Design Guidelines (USDG), which describe how Charlotte’s streets will be evaluated, planned for and designed. Other plans produced under the guidance of the TAP include the:

- *Bicycle Plan;*
- *Center City Transportation Study;*
- *Connectivity Study; and*
- *Pedestrian Plan.*

Urban Street Design Guidelines, 2007

The Urban Street Design Guidelines (USDG) describe how the planning and design of Charlotte’s streets and intersections will support livability and economic development objectives and create more travel choices. The USDG provide street and sidewalk specifics, and define a process to ensure that appropriate street types and street design elements will be used to support specific

land development and transportation objectives. The plan also establishes Center City street types summarized.

Uptown Neighborhood Plans

Three of Center City Uptown's four wards have a planning area plan. Each plan was designed to conform with the goals of the Center City 2010 Plan with the exception of the First Ward Master Plan which was completed prior to the adoption of the 2010 Plan.

First Ward Master Plan, 1996

The First Ward Master Plan establishes a development framework and outlines the appropriate land uses and development characteristics for different parts of the area. The plan's vision divides the planning area into four distinct districts: the Garden District, the Parkside District, the Courthouse District, and the Downtown First Ward. While there are different design guidelines for each of the districts, the overarching objectives of the plan include creating a neighborhood that:

- *Is economically diverse with a mixture of housing costs and types;*
- *Reflects its urban context with qualities of Charlotte's best traditional neighborhoods;*
- *Has the amenities that make the neighborhood a "good place to live," including parks, churches, schools and neighborhood shopping;*
- *Is safe and viewed as a positive part of Uptown and the City of Charlotte.*

Second Ward Neighborhood Master Plan, 2002

The Second Ward Neighborhood Master Plan provides guidance for development and redevelopment in the Second Ward. The plan recommendations promote a livable and memorable urban neighborhood in the heart of the city through mixed land uses, diverse architecture and housing types, unique infrastructure and a hierarchy of open spaces. The plan identifies strategies to ensure that incremental growth, unique architecture and a diverse urban landscape will promote a variety of housing types, services, parks and open space, and life style opportunities. Plan recommendations include:

- *Capitalize on proximity to regional transportation facilities and improve access to I-277;*
- *Limit parking structures, create design guidelines for new structures, define on street parking and enhance pedestrian and bicycle amenities;*
- *Develop and expand schools, the Charlotte Convention Center, and the First Baptist Church;*
- *Create a series of open spaces as an organizing element of the neighborhood and improve Cap Park; and*
- *Promote residential development as the predominant use; promote ground level uses and civic uses.*

Third Ward Neighborhood Vision Plan, 2003

The primary goals of the Third Ward Plan are to attract private investment and plan the neighborhood and design a neighborhood park to optimize both. The plan builds on the 1996 plan, A Third Ward Future: A Land Use & Urban Design Plan for an Uptown Charlotte Neighborhood. The 1996 plan placed an emphasis on the public street and the space between the building and the street. Planning principles of the 2003 plan include:

Promoting a mixed-commercial neighborhood;

- *Creating streets that are safe and comfortable for pedestrians, that reconnect the east and west areas of the neighborhood;*
- *Taking advantage of new and proposed developments and transit improvements, and tapping into the energy of Trade and Tryon Streets; and*
- *Creating a park that is located and designed to serve as a catalyst for new development.*

SURROUNDING NEIGHBORHOOD AND AREA PLANS

Center City is at the heart of the larger Central District. There are dozens of plans and policy documents that affect Center City. Plans that address the Central District planning area include:

- *Belmont Area Revitalization Plan*
- *North Charlotte Plan*
- *Sunnyside Pedscape and Land Use Plan*
- *Bryant Park Land Use and Streetscape Plan*
- *North Tryon Area Plan*
- *Villa Heights Special Project Plan*
- *Cherry Small Area Plan*
- *Optimist Park Neighborhood Plan*
- *Washington Heights Neighborhood Plan*
- *Dilworth Land Use and Streetscape Plan*
- *Park Road Corridor Plan*
- *Wesley Heights Neighborhood Plan*
- *East Boulevard Pedscape Plan*
- *Plaza-Central Pedscape Plan*
- *West Boulevard Corridor Plan*
- *Elizabeth Area Plan*
- *Scaleybark Transit Station Area Plan*
- *West End Land Use and Pedscape Plan*
- *Grier Heights Neighborhood Action Plan*
- *Seversville Neighborhood Action Plan*
- *West Morehead Corridor Plan*
- *Independence Blvd Action Plan*
- *South End Transit Station Area Plan*
- *West Morehead Land Use and Pedscape Plan*
- *Lakewood Neighborhood Plan*
- *Wilmore Small Area Plan*
- *New Bern Transit Station Area Plan*
- *Statesville Avenue Corridor Plan*