



NORTH END:

# Charlotte's Next Chapter

Applied Innovation Corridor

## Applied Innovation Corridor - North End Initial Infrastructure Project List

### Graham Street Streetscape Project

» CIP - Questioned in ULI - Tryon Area - Stakeholder Input

### Matheson Avenue Bridge Streetscape Project

» CIP - Questioned in ULI - Tryon Area - Stakeholder Input

### Woodward Avenue/24th Street Intersection Realignment

» CIP - ULI - Tryon Area - Stakeholder Input

### 16th Street Streetscape Project

» Tryon Area - Stakeholder Input

### New connection between Statesville Avenue (Oaklawn Avenue Extension) and Graham Street (to Sylvania Extension) - Evaluate as at-grade crossing and grade separation

» Stakeholder Input

Alternative connection from Oaklawn Avenue to Wolfberry Street or other streets along the east side of Graham Street

» Stakeholder Input

### Ware Avenue/36th Street Extension

» ULI - CRTPO Thoroughfare

Alternative - 36th Street Extension east to Johnson Road

» Stakeholder Input

### N. Tryon Street Improvements - Provide bike lanes and pedestrian improvements beyond current streetscape project

» Questioned in ULI - Tryon Area - Stakeholder Input

### N. Davidson Street - Provide bicycle lanes

» Stakeholder Input

### Uptown/North End Gateways - Incorporated aesthetic features to structures over Tryon Street, Church Street, and Graham Street entering into Uptown - Serve as a gateway instead of a perceived barrier

» ULI - Stakeholder Input

### Provide multi-use path connections from Statesville Avenue to N. Graham Street along outskirts of Druid Hills neighborhood (along existing Duke Easement) and from N. Graham Street to N. Tryon Street

» Stakeholder Input (western portion) - Tryon Area (eastern portion)

\* **CIP** - Projects currently identified for funding through FY 2014-2018 Community Investment Plan

\* **ULI** - Urban Land Institute Panel Report for Charlotte's North End (April 27 - May 2, 2014)

\* **2020 Plan** - Center City 2020 Vision Plan (October 2011)

\* **Tryon Area** - Projects identified within the Adopted North Tryon Area Plan (May 24, 2010)

\* **CRTPO Thoroughfare** - Projects identified on the Charlotte Regional Transportation Planning Organization Thoroughfare Plan

\* **Stakeholder Input** - Projects identified from Stakeholder Interviews

### Connectivity Projects

#### N. Tryon Area Plan Connectivity Projects - see map

» Tryon Area

#### Extension of N. Popular Street between 24th Street and 25th Street

» Stakeholder Input

#### Extension of Justice Avenue, Poinsett Street, and Wells Street within Druid Hills to close gaps

» Stakeholder Input

#### Extension of Poinsett Street (complete street grid around Druid Hills Park) and removal of Rodey Avenue (through park)

» Stakeholder Input

#### Grade separation at W. Liddel Street - or create an at-grade crossing with gates & signals

» Stakeholder Input

### Projects Identified - Not to be Funded by CIP

#### Lower I-277 barrier to eliminate perception of barrier between North End and Center City <sup>(1)</sup>

» ULI - 2020 Plan

#### Provide a new connection across the rail/intermodal yard, including pedestrian and bicycle facilities - near 24th Street <sup>(2)</sup>

» ULI - 2020 Plan - Stakeholder Input

#### Eliminate rail yard and convert to linear park <sup>(3)</sup>

» Stakeholder Input

### Additional Projects from Stakeholder Workshop

» Realignment of Newland Road/Norris Avenue at Statesville Avenue (flatten tight curve on Newland Road to better accommodate truck traffic)

» Provide bicycle lanes on Statesville Avenue - north of recent improvements (vicinity of Newland Road/Norris Avenue intersection)

» Lower 12th Street to be at-grade with N. Tryon Street and implement a roundabout.

### Additional Project - Partial Funding from CIP to Enhance Current City Project

» N. Graham Street Sidewalk

1. Lowering I-277 in this area was evaluated in the City's I-277/I-77 Loop Strategic Plan and was not recommended for future implementation. Tunneling this portion of I-277 was also a consideration and it was determined to be an economic development project and funding should be through non-transportation funding sources.

2. The magnitude of cost for this project far exceeds the allocated funding within the City's FY2014-2018 Community Investment Plan (CIP). The project has been identified through a number of means, including desires of the community, and therefore is being evaluated for feasibility only.

3. This project has been identified as a desire of the community; however the rail yard is owned by others and they will continue to have a need for operations within this yard. There are not intentions of converting this area into a park at this time.

FOR MORE INFORMATION VISIT: [www.charlottefuture.com/AIC](http://www.charlottefuture.com/AIC)