

A THIRD WARD FUTURE

A Land Use & Urban Design Plan for an Uptown Charlotte Neighborhood

Third Ward Neighborhood Association
The Committee to Restore and Preserve Third Ward
Charlotte-Mecklenburg Planning Commission

DRAFT - APRIL 1996

TABLE OF CONTENTS

Introduction	1
Third Ward Planning Process	2
Context Map	3
Issues & Opportunities	4
History	6
Third Ward Today	
Existing Zoning	9
Existing Land Use	10
Conceptual Plan	11
Third Ward Vision	12
Proposed Land Use	13
Urban Design Principles	14
Urban Design Plan	16
Building Typology	17
Circulation Plan	21
Public Improvements	23
Goals of the Plan	25
Plan Recommendations by Subareas	26
Irwin Park	27
West Trade/W. Fifth Street Corridor	29
Woodlawn	33
Third Ward South	35
Warehouse District	37
Open Space Network	39
Implementation	42

INTRODUCTION

The principal determinants of a city's form, function and vitality are its buildings and streets. Streets are the lifeblood of good cities and their ability to maintain a balance of its multiple functions of transportation, market place and public open space, is critical to the development of a humane environment. Heretofore the emphasis on the planning of our street network was based primarily on its ability to move cars and trucks through a given area. This has resulted in many areas of our city being dominated by wide, high capacity thoroughfares, that have divided and fragmented our neighborhoods. Development along thoroughfares has primarily been designed for access by automobile, with little relationship to the adjacent neighborhood.

One of the primary goals of the Third Ward Plan is to establish a pedestrian oriented neighborhood, a neighborhood with places to live, work, shop and recreate that are accessible to the person on foot. Consequently, a principal emphasis of the Third Ward Plan is on the public street, not just the roadway, but that volume of space defined by the buildings that front the street including the roadway and the space between the building and the roads, the principal domain of the pedestrian. The reestablishment of the street as a continuous network of public space that is linked to an open space network is at the very core of the development of a human scale, pedestrian oriented environment in Third Ward.

Third Ward is one of three neighborhoods in the uptown area, and its proximity to the center of the largest city in the Carolinas gives it a wealth of opportunity. Along with that opportunity, however, there are internal and external conflicts that must be resolved. Third Ward is a physically divided neighborhood caused primarily by the four major thoroughfares

that run through its center, as well as blighted commercial uses and vacant land along these thoroughfares. Third Ward contains some excellent residential properties as well as an attractive development in the Gateway Center, but for the most part it has been a weak market for development and there remains an overall image of neglect. The proximity of the Carolina Panthers football stadium and practice fields has both positive and negative connotations, but there is no doubt that it will have a significant impact on the development future of this area.

The key to unlocking the potential of Third Ward and making it a highly livable neighborhood is a redesigned circulation network, both vehicular and pedestrian. This would re-establish connections within the neighborhood that were severed during the construction of the major thoroughfares and add linkages between key nodes in the neighborhood. Safe, comfortable pedestrian circulation to all areas of Third Ward and the reduction of the impact of through traffic are critical to the future of a cohesive Third Ward community. Combined with a land use and building design program that ensures the development of sensitively designed, pedestrian oriented buildings, this once thriving neighborhood can re-establish itself as one of uptown Charlotte's most desirable and livable neighborhoods.

This document, "A Third Ward Future" is the result of a diligent and determined effort by the people of Third Ward working with city staff to develop a vision of their neighborhood that maintains the integrity of the existing neighborhood while providing for the development of a more urban, mixed use neighborhood with an emphasis on building more places for people to live.

PLAN DEVELOPMENT PROCESS

The planning process for Third Ward began with a half day public meeting on March 25, 1995 at the Gateway Center. Approximately 100 residents, property owners and interested parties were in attendance. Presentations of previous plans were given by the Charlotte-Mecklenburg Planning Commission, NationsBank Community Development Corporation, The Committee to Restore And Preserve Third Ward and the Third Ward Neighborhood Association. Afterwards, there was issue identification and attendees were divided into 4 groups to further discuss the issues. The group was reassembled and presentations were made by group leaders. At the conclusion Planning Commission staff asked for volunteers to serve on the stakeholders committee.

The stakeholders held a series of meetings to prioritize issues and develop a plan for Third Ward. The Planning Commission acknowledges the commitment and input from the Third Ward Stakeholders.

On March 2, 1996, a public presentation of the final plan recommendations was made by the stakeholders at Irwin Avenue Elementary School.

On March 25, 1996 a presentation of the plan was made to the Planning Committee of the Charlotte-Mecklenburg Planning Commission. The plan was approved.

Third Ward Stakeholders

Wesley Corrothers, Committee to Restore and Preserve Third Ward

Robin Davis, NationsBank

Deborah Edwards, Resident

Geoffrey Hoffman, Interested Party

Myrtle Johnson, Resident

Gary Kaufman, Rebound

Laura McClettie, Resident

Rufus Morgan, Resident

Michael O'Brien, Resident

Darryl Roy, Resident

Michael Schneiderman, Executive Director - Charlotte Uptown Development Corporation

Emily Stephenson-Green, Principal - Irwin Avenue School

Darrell Williams, County Commissioner & Resident

Michael Wofford, Resident

Virginia Woolard, Business Owner & Homeowner

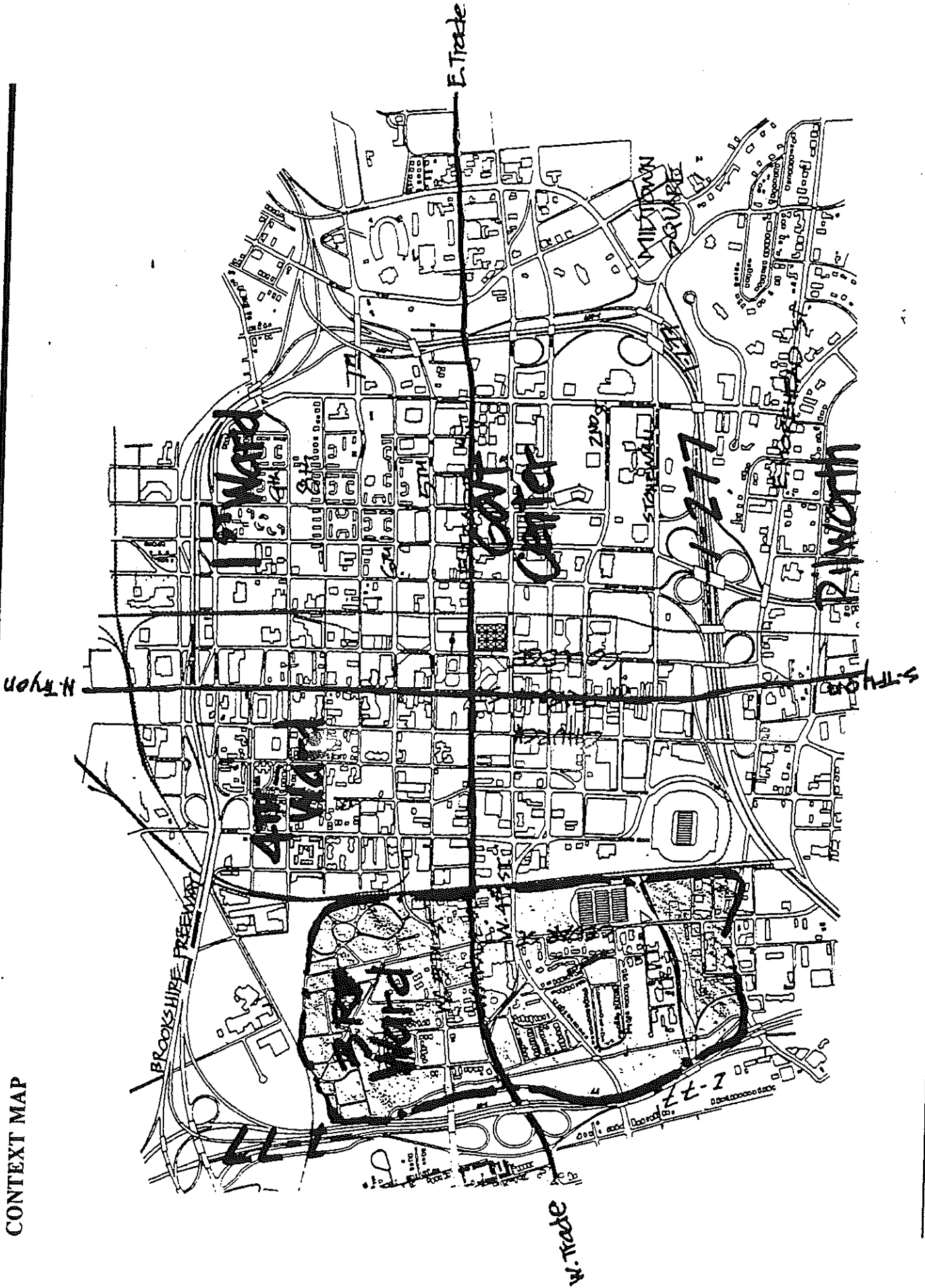
Planning Commission Staff

Warren Burgess

Cheryl Neely

Sandra Stewart

CONTEXT MAP



ISSUES & OPPORTUNITIES

The issues of major concern that were identified at the public meeting and refined by the stakeholders are:

1. **Circulation and the impact of major thoroughfares in Third Ward.** Four major thoroughfares (W. 5th St., W. Trade St., Trade/4th connector, and W. 4th St. extension) running in an east-west direction through the center of Third Ward have divided it into northern and southern segments, causing difficulty in pedestrian and vehicular circulation across this corridor.

There are many good opportunities to develop a continuous pedestrian network, utilizing Irwin Creek, the old Piedmont and Northern railroad, existing streets and Elmwood Cemetery.

2. **The impact of the football stadium and practice fields.** On game days access to the 70,000 seat stadium and parking in the vicinity of Third Ward will have significant impacts. Noise, and lights from night games will also impact the neighborhood.

However, the proximity of the stadium to Third Ward is having a positive impact on property values and development opportunities. For many people the level of activity and excitement associated with a professional sports stadium is desirable, and many residents, as well as businesses will move into the area because of that.

3. **Development of Cedar Yards.** This tract, on the southern boundary of Third Ward is jointly owned by the city and state, and plays a key role in the overall pedestrian circulation network. Any development of

this tract should consider the following as a minimum:

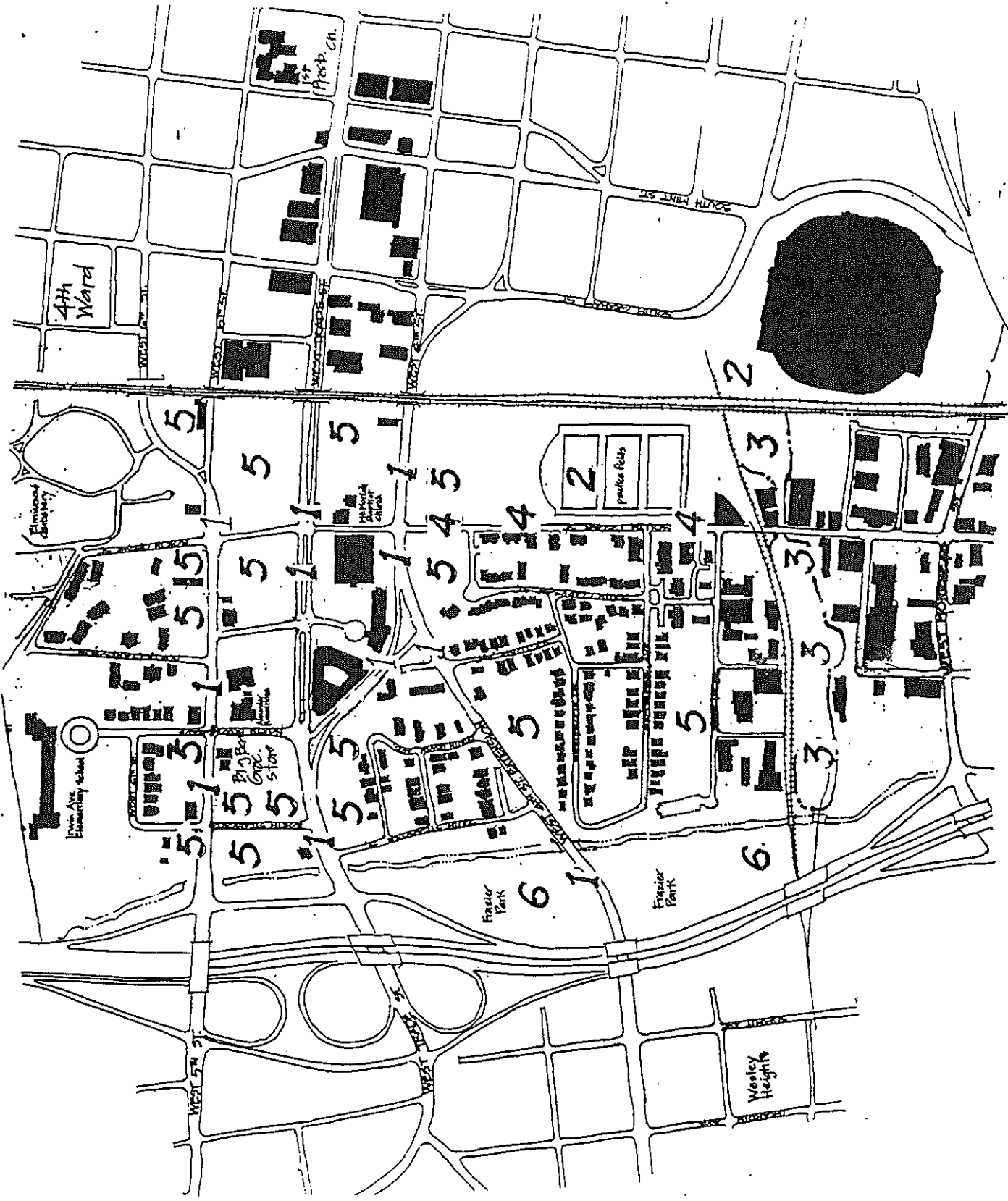
- impacts to the Third Ward Neighborhood
- provision for a pedestrian/bicycle path across the tract
- potential for commuter trains maintained.

4. **Streetscape improvements to Cedar Street.** North and South Cedar Street is the only continuous street running north-south and represents the best opportunity for continuous circulation. Its design will be critical to that desire. From W. 1st Street to W. 4th Street, Richardson Sports, Inc. will provide streetscape improvements consisting of double rows of Northern Red Oaks on either side of a 6' sidewalk. In addition, a decorative fence/wall will be installed along the practice fields. Through the development process streetscape improvements will be implemented on the remaining portions of Cedar Street, from West Morehead Street to Elmwood Cemetery.

5. **Future use of vacant land.** There is ample vacant land both publicly and privately owned in Third Ward, most of it within or adjacent to the West Trade Street Corridor. The scale and density of development that occurs will be critical to the goal of developing a pedestrian oriented neighborhood.

6. **Improvements to and expansion of Frazier Park.** This under utilized and under developed flood plain park could better serve Third Ward with improved access, more appropriate uses, and an expansion to tie into an overall pedestrian network.

ISSUES & OPPORTUNITIES



THIRD WARD HISTORY

Historically, Third Ward was one of the four original wards that comprised the City of Charlotte before it began to expand outward with the advent of the electric trolley. It included everything south of West Trade Street and west of South Tryon, as far as the city limits at that time, which ended at Boundary Street. Most of this area has become part of the urban core and is no longer associated with the name Third Ward. The area that we currently call Third Ward is west of the Norfolk Southern railroad and east of I-77.

Third Ward dates back to 1884 with the opening of the Victor Cotton Mill near the present intersection of Clarkson Street and Westbrook Drive. In 1907 the Victor Mill Company began developing its surplus land as a residential area called Woodlawn. It was a streetcar suburb like other Charlotte neighborhoods being developed at this time, with the trolley tracks running down the center of West Trade Street. The first area to be developed at this time, with the trolley tracks running down the center of West Trade Street. The first area to be developed was the area between West Trade Street, Irwin Creek, and what is now called West Fourth Street Extension. These earliest streets included Woodlawn Avenue, now called Irwin Avenue, Grove Street, West Fourth Street and part of Victoria Avenue. In 1912-1913 Victoria Avenue was extended, and development began on West First Street, Elliott Street, McNinch Street, Greenleaf Avenue and portions of Cedar Street. In 1928, Waccamaw Street was developed and the area's last street, Westbrook Avenue, was developed in 1939, one of the first projects of homebuilder John Crosland.

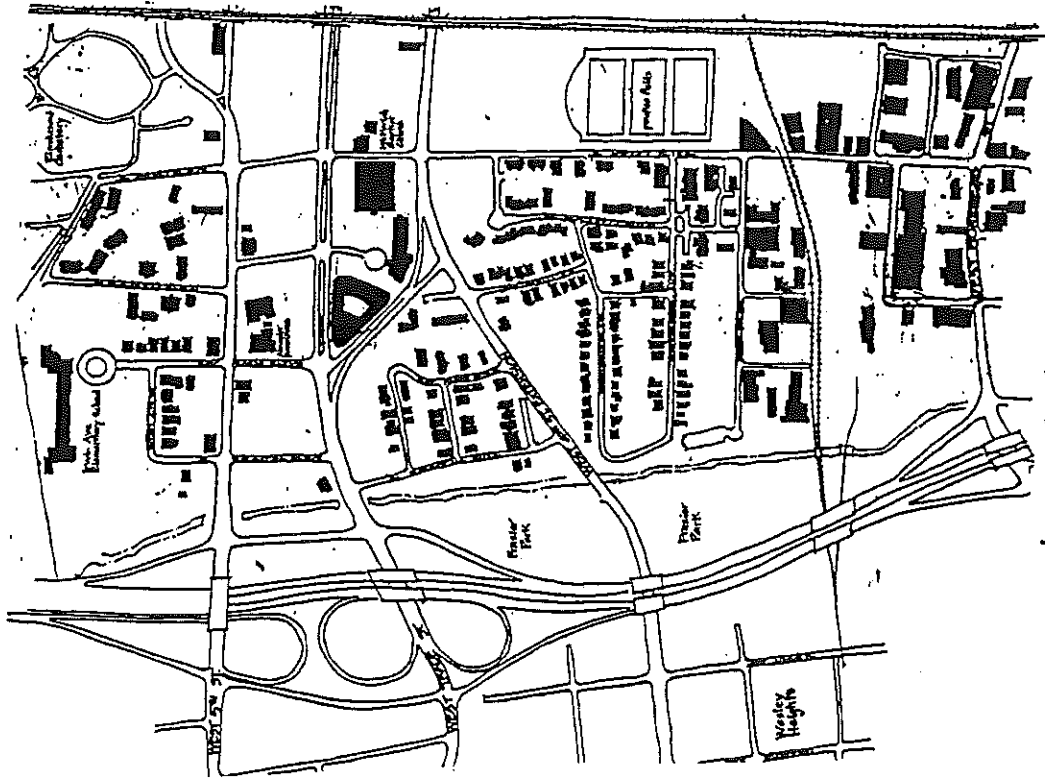
Third Ward maintained its stability until the late fifties and early sixties when it, like other inner city neighborhoods began a steady decline primarily because of the outmigration to new

suburban developments, coupled with the widening of existing roads to carry this commuter traffic. Office and commercial zoning that were arbitrarily put in place along the thoroughfares rendered many existing residences obsolete. As residents left Third Ward, it gradually became populated by low-income families, many of whom were evicted from the Brooklyn and First Ward neighborhoods-as a result of Urban Renewal programs.

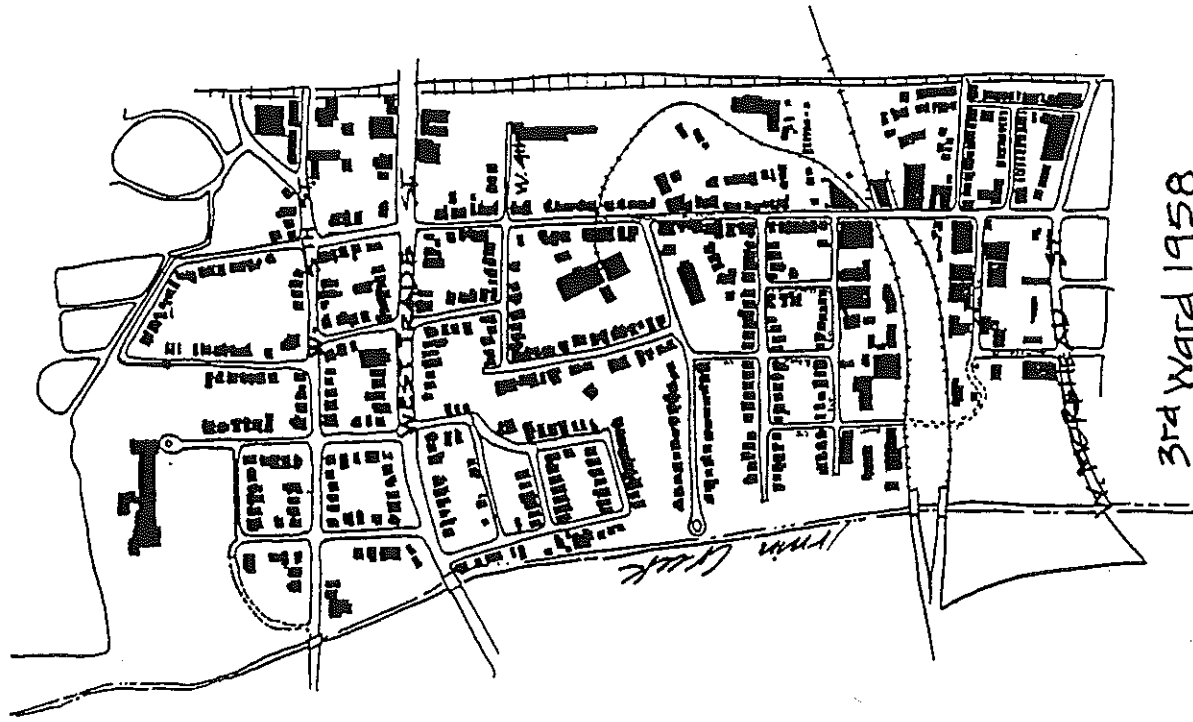
In 1972 Third Ward was certified as an urban renewal area because of the predominance of deteriorating and dilapidated structures, and therefore qualified for the same type of demolition programs that destroyed Brooklyn and First Ward. Because there was no funding to implement any activities at that time, no activity occurred until 1975 when it was designated as a Community Development Target Area, eligible for funds under the Housing and Community Development Act of 1974. Under that program Third Ward benefitted from housing rehabilitation, as well as street, sidewalk, landscaping and park improvements. The connector between Greenleaf Avenue and Westbrook Avenue, and the Clarkson cul-de-sac were constructed during this period.

The early eighties saw an aggressive residential building program as a result of a low-interest mortgage loan program sponsored by local banks and the City of Charlotte. This resulted in the construction of Cedar Street Commons, Clarkson Place, and Clarkson Green, and other residential projects of a smaller scale. In 1985, West Trade Street was reconstructed as a tree-lined Boulevard, in an effort to stimulate new investment in that corridor. Soon after, in 1987, the Gateway Center was constructed, adding 300,000 square feet of office space, and a hotel to what had previously been one of Charlotte's most blighted streets. It was during the eighties that the removal and cleanup of the Cedar Street scrap metal

Year was accomplished, eliminating the most significant blight in the neighborhood. Since that time however, there has been little new investment in Third Ward, except for the renovation and addition of Irwin Avenue Open School and more recently the Station at Cedar Yards. This development however, is a portent of things to come as development interest intensifies with the approaching opening of the Carolina Panthers Football Stadium.



3rd Ward 1996



3rd Ward 1958

SOCIOECONOMIC PROFILE

Population

The current population of Third Ward is 1,077. The population has changed considerably in the last thirty years. From 1960 to 1970 the population of Third Ward decreased 66% from 2,186 to 1,364. There was a 45% decrease from 1970 to 1976 from 1,364 to 753 persons. This population decline was attributed to a growing concentration of elderly persons, most living alone and fewer households with children.

Today 849 residents or 79% of Third Wards population is black. That is a considerable change being that in 1960 less than 25% of Third Wards population was black. Currently, 20% of Third Wards population is white compared to a 75% white population in 1960. Other racial groups residing in Third Ward include a small population of native americans, asians and hispanics.

Housing

Third Ward consists of 439 housing units, 377 of those units are occupied. There are 109 one-person head of households, 42 households consists of families that are married with children and 81 households headed by females with children. By contrast, in 1976 there were 294 households of which 107 were one-person households, 88 households with husband and wife, 94 households with children, and 43 households headed by females with children.

Household Incomes

\$0 - \$9,999 (1989)	61
\$10,000 - \$14,999	36
\$15,000 - \$24,999	59
\$25,000 - \$34,999	70
\$35,000 - \$49,999	41
\$50,000 or more	67

Education & Occupations

720 adults age 25 or older reside in Third Ward. 62% are high school graduates and 21% are college graduates. In 1976 less than 40% of Third Wards residents were high school graduates.

Currently, there are 616 adults in the Labor Force - 251 hold white-collar jobs, 309 have blue-collar jobs, and 56 are unemployed. 55% of Third Ward residents have blue collar jobs compared to 74% blue collar jobs in 1976.

EXISTING ZONING

Urban Residential-1 District (UR-1)

- predominantly single family detached, allow attached up to .25 floor area ratio (f.a.r.)
- 5' setback from front property line

Urban Residential-2 District (UR-2)

- single family attached (townhouse, rowhouse) and apartments with a f.a.r. of 1.0 - allows some shops, studios, offices up to one half ground floor area
- 5' setback from front property line

Urban Residential-3 District (UR-3)

- medium to high density apartments with a f.a.r. of 2.0 - office or retail up to 2 times foot print of building
- 5' setback from front property line

Uptown Mixed Use District (UMUD)

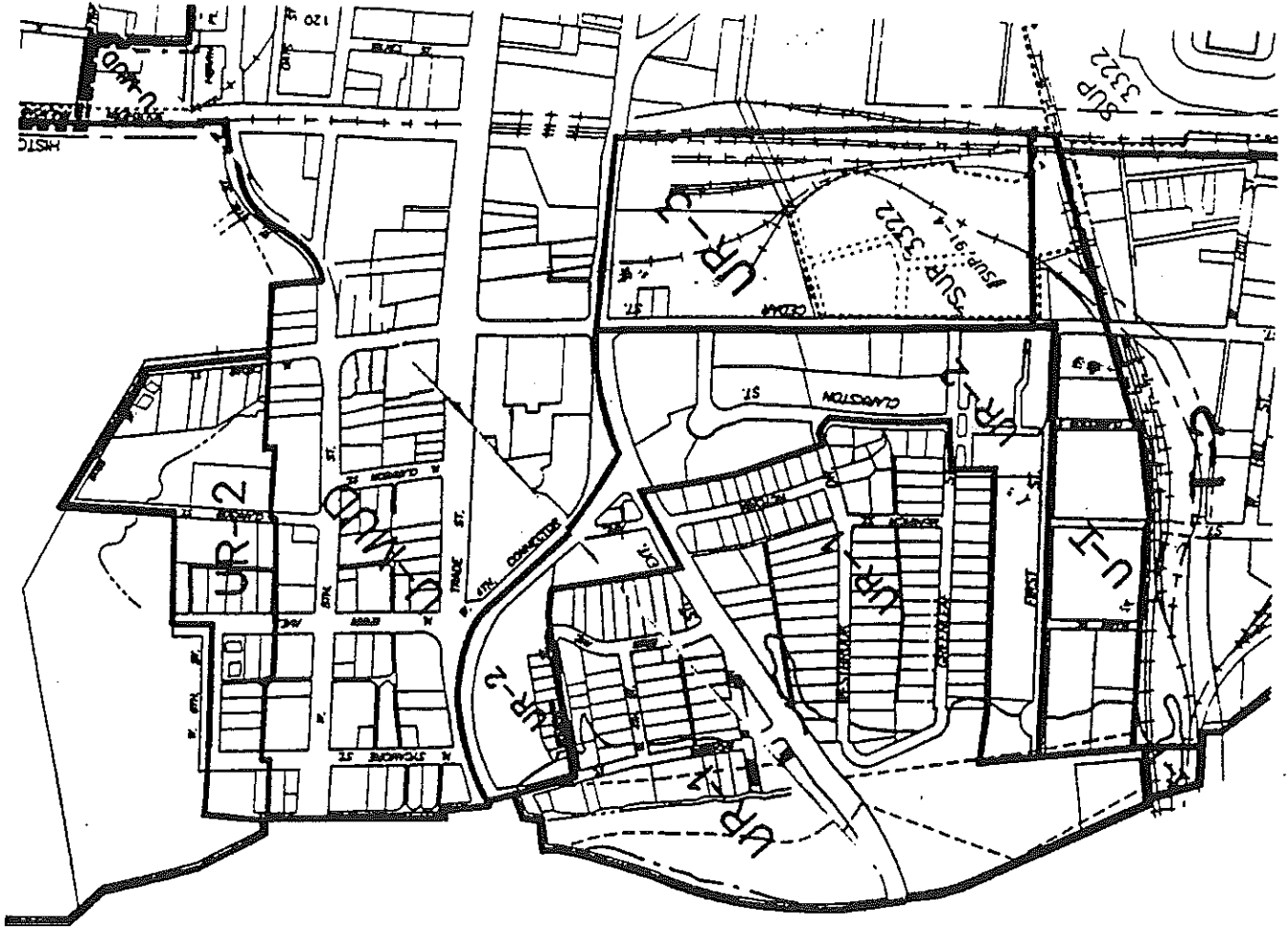
- office, retail, residential, institutional, governmental, etc. - unlimited floor area ratio
- 12' setback from curb

General Industrial (I-2)

- warehousing, manufacturing, no residential allowed
- 20' setback from front property line

Urban Industrial (U-I)

- urban warehousing, manufacturing
- 5' setback from front property line



EXISTING LAND USE

Residential - single family detached

Residential - single family attached (townhouses)

Residential - apartments (2 & 3 story flats)

Office

Retail

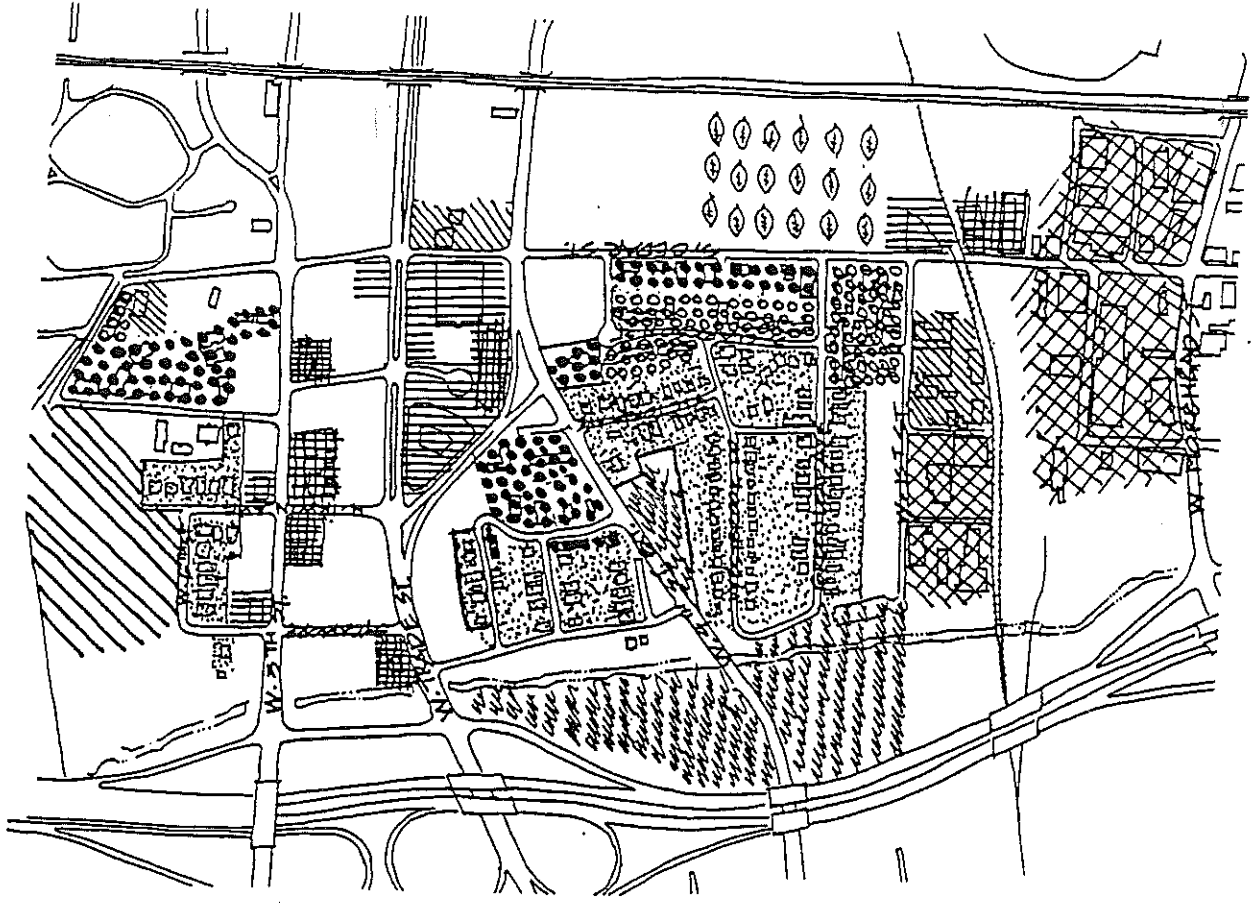
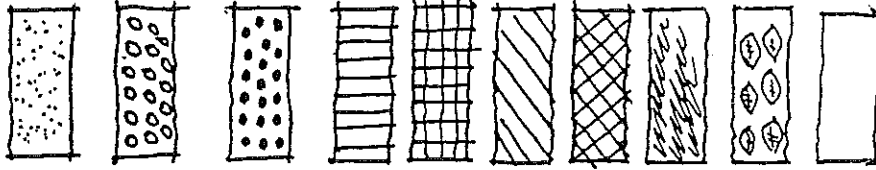
Institutional

Industrial

Parks/Open Space

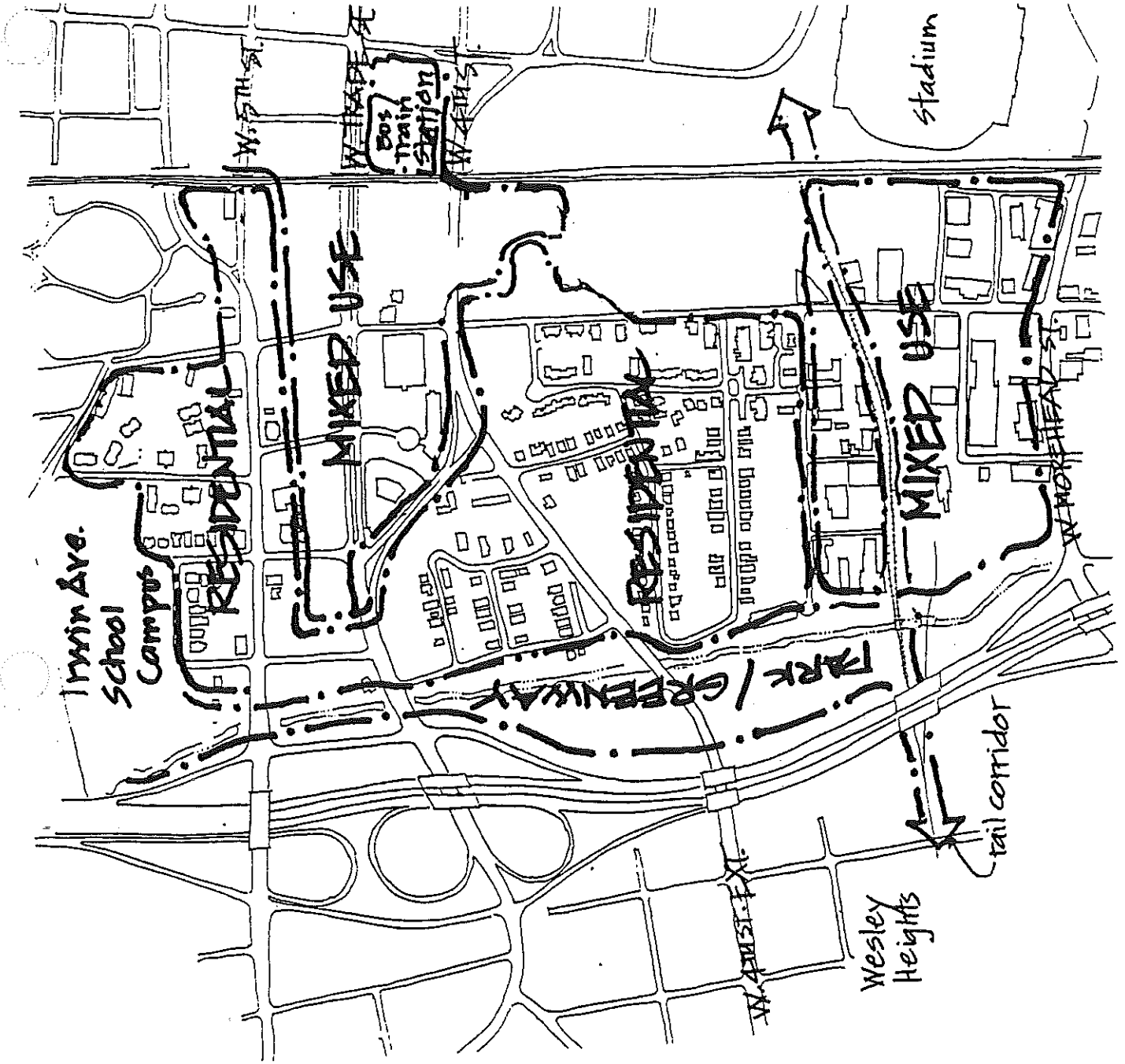
Football

Vacant land



Third Ward is comprised of 226 acres of diverse land uses. Land uses in Third Ward range from detached single family housing to industrial warehouses. Fifteen percent of the land in Third Ward has a residential land use, with 9% being single family residences and 6% multi-family residences. Business and industrial are also 6% each of Third Wards land use. Other land uses include 2% office, 8% recreational and 16% vacant.

CONCEPTUAL PLAN



THIRD WARD VISION

The Third Ward of the 21st century is envisioned as a diverse, highly livable, urban community that celebrates a rediscovered belief in urbanism. A people oriented, enriching, mixed use environment with a high quality of design could establish Third Ward as one of the most unique, diverse, and livable neighborhoods in Charlotte. An abundance of vacant land in key locations represents an opportunity to implement a building pattern that exemplifies the very best in urban design and architecture. Characterized by lively, attractive streets lined with a diversity of street oriented, pedestrian scale buildings, the Third Ward of the future would have a substantially higher population and a greater array of neighborhood oriented shopping and services.

The greatest change would occur in the West Trade/W. 5th Street Corridor, where a block wide, 5 block long area would be developed into a vibrant urban scale district, bustling with activity. The first block of W. Trade Street from Sycamore Street to Irwin Avenue would be predominantly residential, with 3-5 story street oriented apartments; with some nonresidential uses at street level. From Irwin Avenue to the Norfolk-Southern railroad bridge, West Trade Street would become the "Main Street" for Third Ward and surrounding residential areas with a "town diversity" containing an exciting mix of stores, restaurants, studios, offices, galleries etc. with residential uses on the upper floors. Intimately scaled buildings containing porches, balconies, awnings and other architectural features would be placed at the street to define an envelope of space and enhance the pedestrian experience. West 5th Street would be a high density residential corridor with a mixture of shops and offices on the ground floor of 3-5 story street oriented row apartments. The revitalized W. Trade/W. 5th Street corridor would become the center of activity for Third

Ward and would pull together the divided northern and southern portions of the neighborhood.

A re-emphasis of the thoroughfares as human scale streets "within the neighborhood" instead of major thoroughfares "through the neighborhood" would result in a reconfigured street network that emphasizes pedestrian safety, aesthetics, and access. The reestablishment of the public street as a public space, in concert with the street orientation of new development, is the underlying premise of the plan and is central to the future of Third Ward.

PROPOSED LAND USE

Residential - single family
detached

Residential - single family
attached (townhouses)

Residential - multi-family
apartments

Office

Retail

Institutional

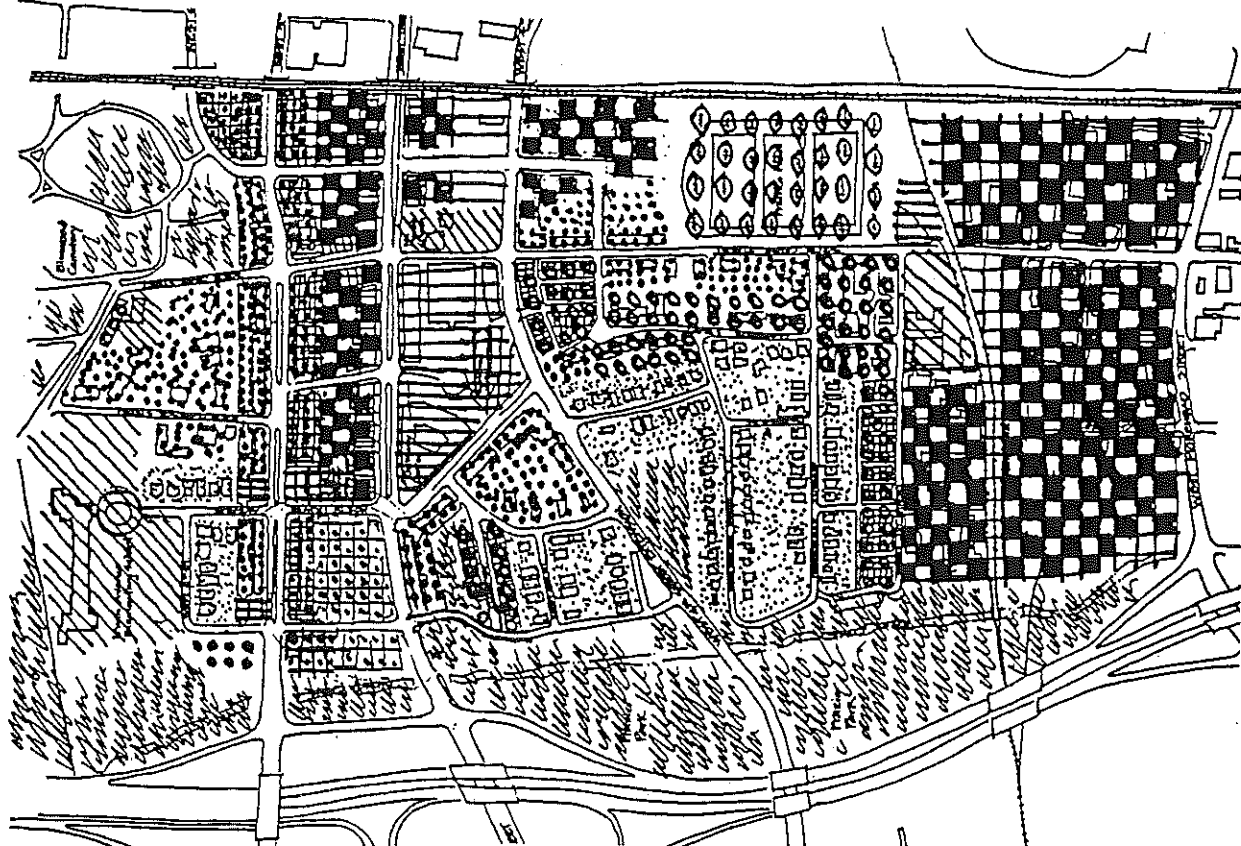
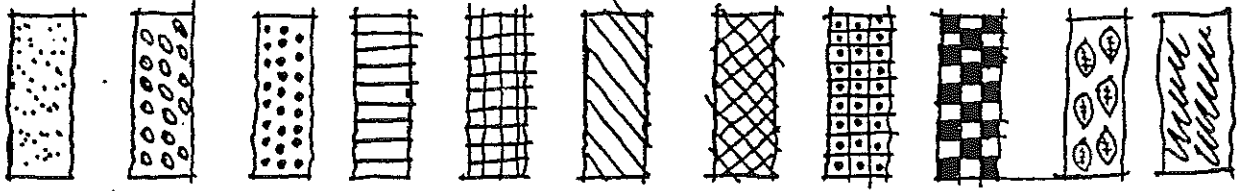
Industrial

Mixed Use - mostly residential

Mixed Use - mostly non-residential

Football

Parks/Open Space



URBAN DESIGN PRINCIPLES

Urban design encompasses the three dimensional aspect of development, how we perceive a building as we walk by or drive through an area. One of the principal goals of the Third Ward Plan is the development of a neighborhood with a pedestrian oriented street network. The placement of the buildings, their height, the distance from the road, and what the base of the building looks like to the person walking by is critical to the development of humane, friendly streets. One of the fundamental principles of a pedestrian oriented building pattern is one that is scaled for the person on foot, instead of the person driving by. The level of detail in the building facade needs to relate to the pedestrian, maintaining their interest, and adding to their experience on the street.

The following are the basic urban design principles that will guide new development in Third Ward, however they are not unique to Third Ward, they are fundamental to any urban neighborhood.

1. **BUILD ATTACHED BUILDINGS TO THE STREET** - Buildings directly behind the sidewalk, with principal entrances at the street are the most accessible to pedestrians. In addition, it is the positioning of the building at the street in conjunction with other buildings in like manner that defines the envelope of space along streets. This type of building arrangement "forces people into closer proximity where they may bump into each other and act neighborly" to quote David Sucher of Seattle, from his recent book "City Comforts". A community evolves from individual conversations, and these are far more likely to happen in this type of setting.

2. **MAKE THE STOREFRONTS PERMEABLE** - The ability to see into the street level floor of a commercial building, or to enter freely without much thought, extends the public space of the street to the private realm. Clear glass windows, or no windows at all as in an open air market or newsstand achieve this permeability.

3. **OVERLAP USES** - People living above commercial enterprises is one of the most fundamental type of arrangements in any urban area. Because they are 24 hour residents they provide the most effective policing, and patronize local establishments.

4. **BUILDING HEIGHTS** - The development of an urban scale requires the delineation of public space by buildings that line the street. Good spatial definition is achieved by two physical conditions: buildings along the street are in alignment; and the buildings are tall enough to provide enclosure. To achieve this enclosure, or creation of space, the ratio of building height to the width of the street should not exceed 1:3, that is to say, the width of the street should not be more than three times the height of the buildings alongside it. In this manner the continuous facades of the buildings cooperate to delineate the public space, as walls form a room. The 1:3 ratio relates to a pedestrian's upward peripheral vision of 30-35 degrees.

A ratio of 1:2 is an excellent proportion for an urban street, providing a strong sense of enclosure for the pedestrian, yet the buildings are not so tall as to be overpowering. A height/width ratio of 1:1 is suggested as an upper limit to prevent the construction of excessively tall buildings that would be overpowering

and contradictory to the goal of strengthening the existing neighborhood. However, it is the street level of any building that is the most important element and it's design is the most important aspect of a building. It is not inconceivable that a building taller than this plan could be built, but with careful attention to detail at the street level, with inviting street entrances, and clear glass windows, that encourage window displays.

5. **ON-STREET PARKING** - It is this point on the street, the transition from motorist to pedestrian that is one of the most lively, particularly on a commercial street. Most streets should ultimately have on-street parking as redevelopment occurs.
6. **HIDE THE PARKING** - Our private cars will continue to be a basic mode of travel, but the principal parking for them should be behind the buildings, or in subsurface parking below grade.
7. **SHARED PARKING AND DRIVEWAYS** - To best utilize existing parking with its different peak hours and to minimize interruptions to traffic flow, both vehicular and pedestrian.
8. **CAMOUFLAGE PARKING GARAGES** - Putting commercial enterprises on the ground floor frontage of parking structures is the most effective method, architectural treatment may be used as well.
9. **PROVIDE SEATING** - Places to sit should be abundant; benches, seatwalls, steps, stoops, etc.

URBAN DESIGN PLAN

IRWIN AVE. SCHOOL

- improvements aimed at making the school a center of learning & recreation that is accessible to 3rd Ward neighborhood

WEST 5TH STREET

- 3-5 story apartments
- street oriented
- street level available for non-residential
- canopy trees
- on-street parking
- decorative lighting

WEST TRADE ST.

- 4-6 story mixed use upper floor apartments
- streetscape improvements

SYCAMORE ST.

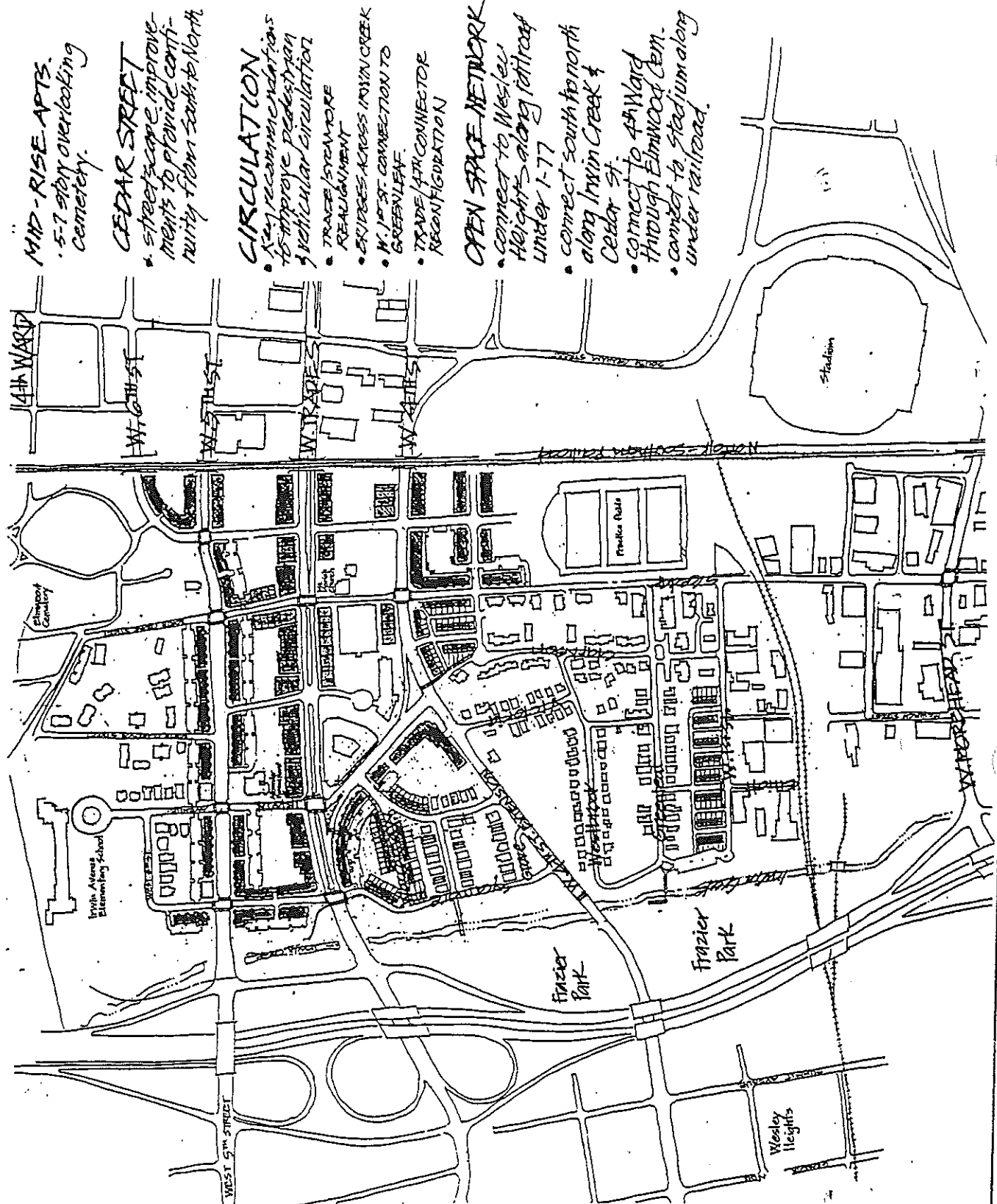
- 3-5 story
- street oriented
- mostly residential to help connect Irwin Park to neighborhood

WEST 4TH ST. EXT.

- slow traffic down
- make a neighborhood oriented street.
- Provide pedestrian crossing

LEGEND

- single family detached
- single family attached (townhouse)
- street oriented apartments
- mixed use buildings



MID-RISE APTS.
 • 5-7 story overlooking cemetery.

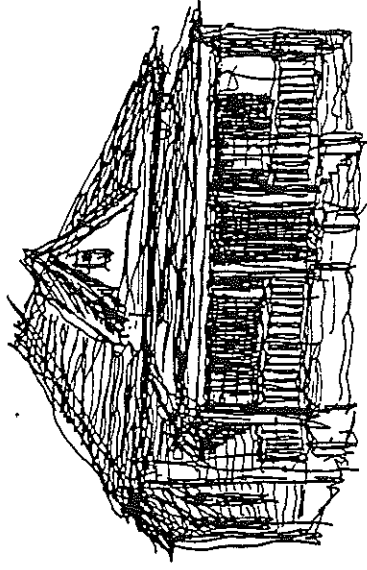
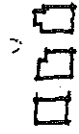
CEDAR STREET
 • streetscape improvements to provide continuity from South to North

CIRCULATION
 • key recommendations to improve pedestrian & vehicular circulation
 • TRAFFIC SYNCHRONIZATION
 • EXPOSURE ACROSS IRWIN CREEK
 • W. 1st ST. CONNECTION TO GREENLEAF
 • TRADE/4TH CONNECTOR RECONFIGURATION

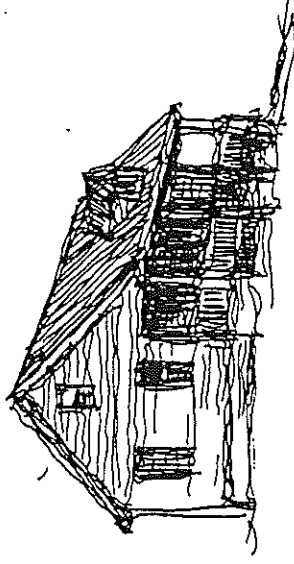
OPEN SPACE NETWORK
 • connect to Wesley Heights along railroad under 1-77
 • connect south to north along Irwin Creek & Cedar St.
 • connect to 4th Ward through Elmwood Cem.
 • connect to stadium along under railroad.

BUILDING TYPOLOGY

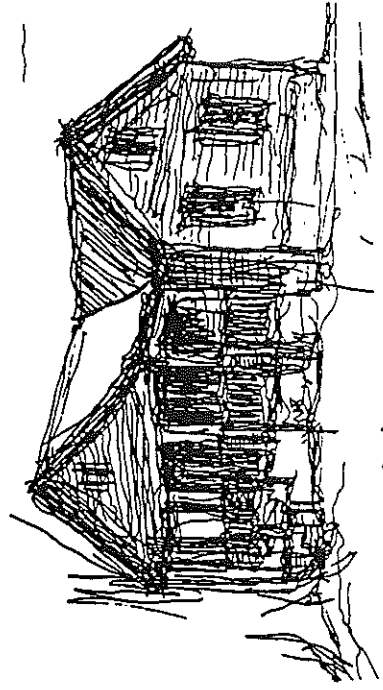
Single Family detached



Greenleaf Ave.



W. 4th St.



N. Irwin Ave.

SINGLE FAMILY DETACHED

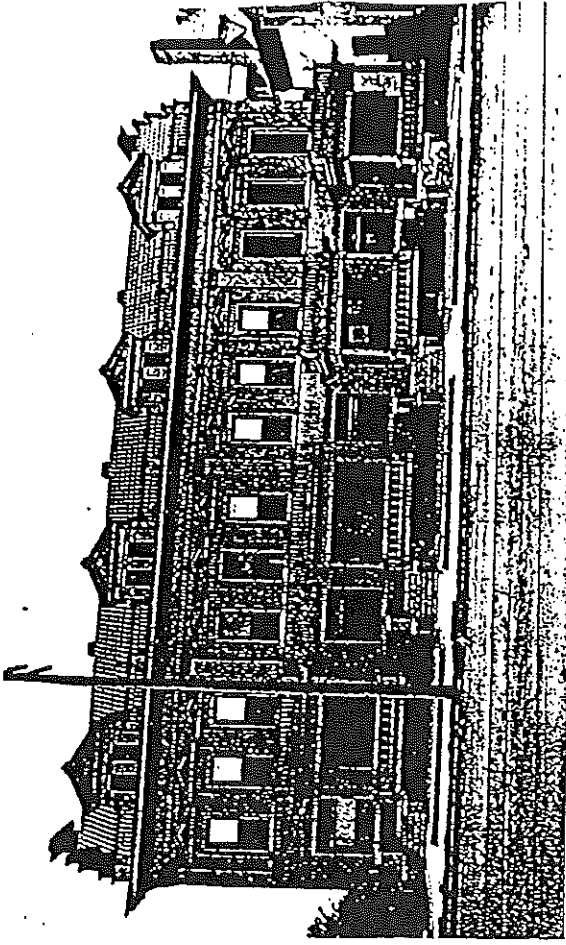
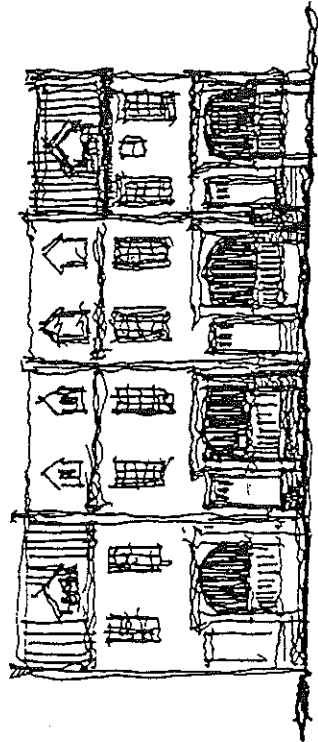
- o direct orientation/entrance on street.
- o characteristics of existing 3rd Ward houses
 - roof gables from 8:12 to 12:12 pitch
 - front porches, minimum 6' wide.
- o parking in driveway or in garage to side or rear of house.

BUILDING TYPOLOGY



Single Family Attached
(townhouse, rowhouse)

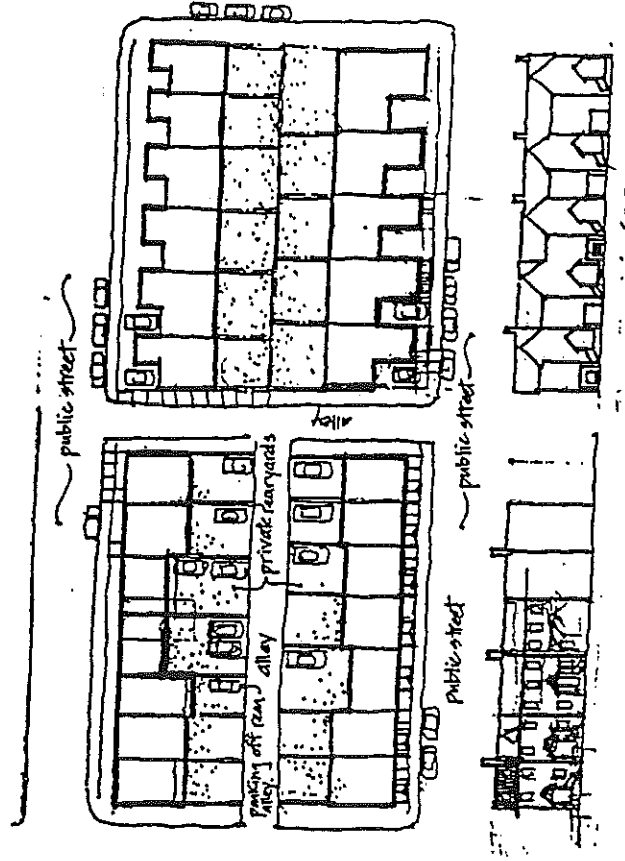
- SINGLE FAMILY ATTACHED (townhouse)
- direct orientation/entrance on street.
- porches, minimum 6' wide
- private rear yards
- parking provided as part of the unit either from the front or off a rear alley.



HOOK & BAWREN,
Architects.

MR. W. B. RYDERS FOUR HOUSES.

Charlotte, N. C.



BUILDING TYPOLOGY

Street oriented

Apartment

(walk-ups, flats)



o Residential units are placed one on top of another.

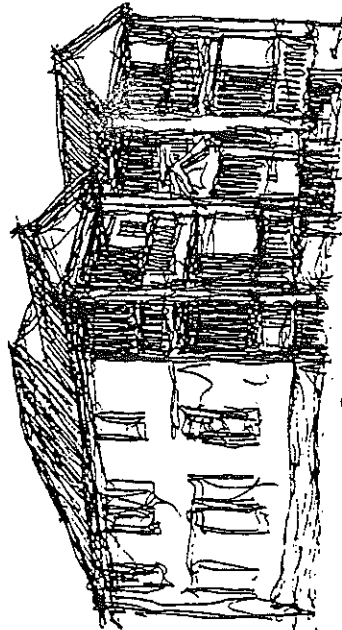
o Oriented to street with direct access from sidewalk.

o Porches, balconies, overlooking street, minimum 6' wide.

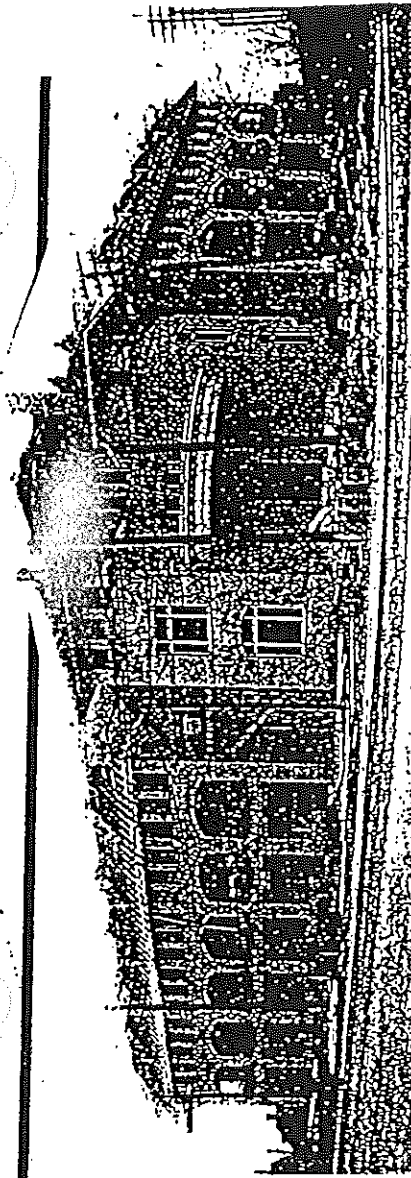
o parking behind and on-street.

o Single loaded (buildings are 1 unit deep)

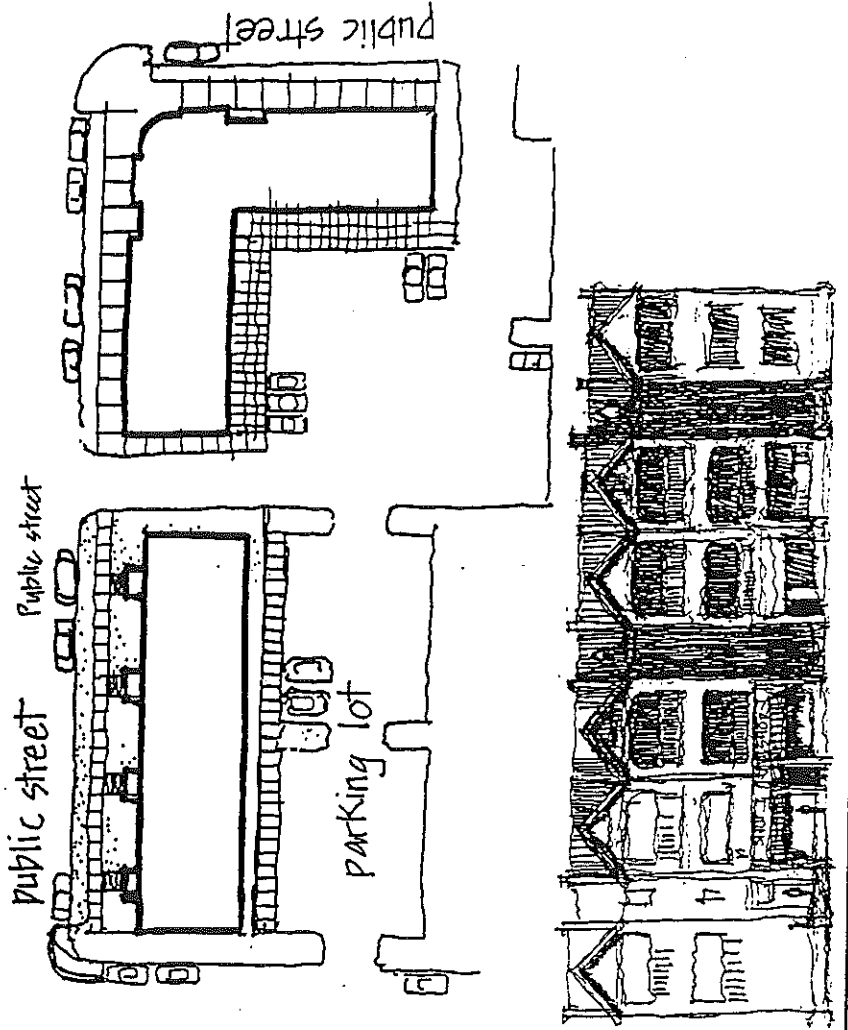
o developed in increments of 4 - (2-stories), 6 (3-stories), 8, (4-stories)



N. Irving Ave.

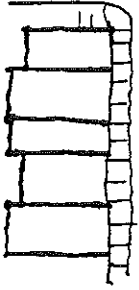


DOWD FLATS—(IN COURSE OF CONSTRUCTION).



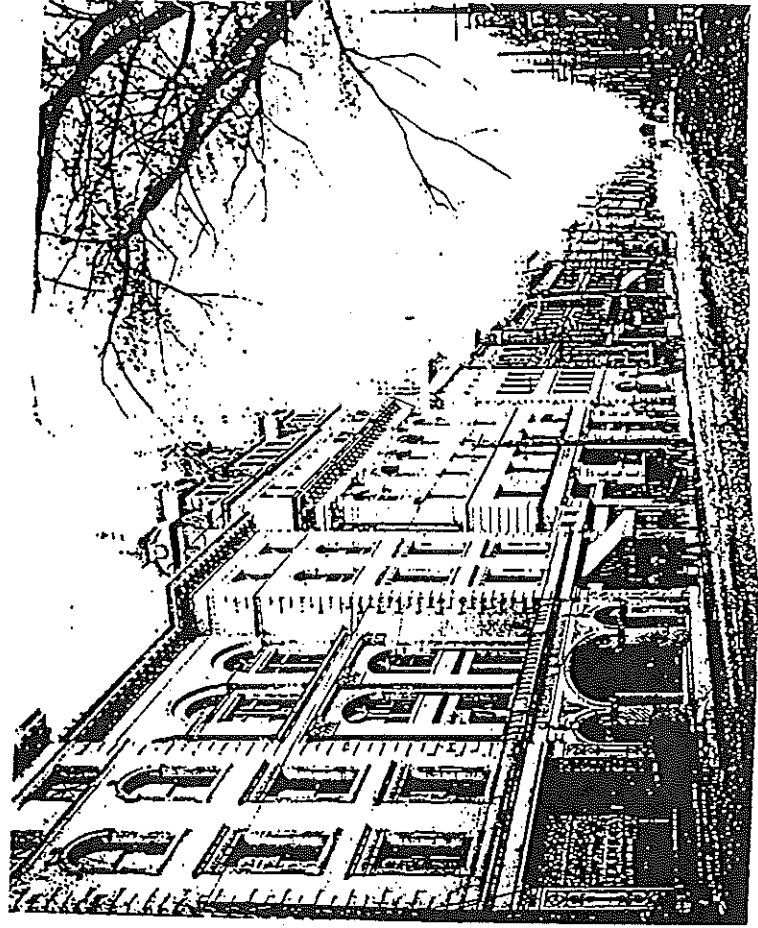
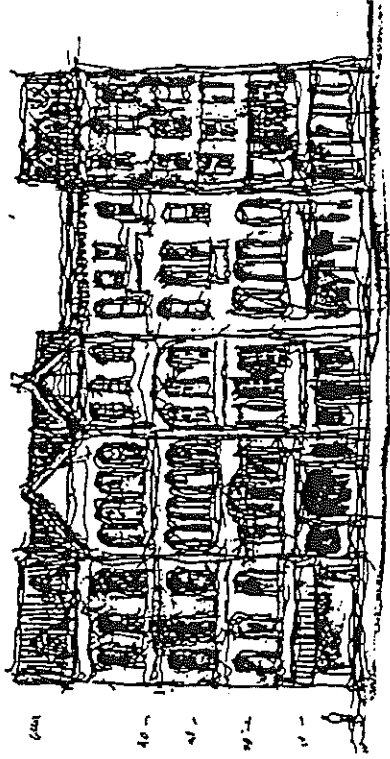
BUILDING TYPOLOGY

Mixed Use Building:

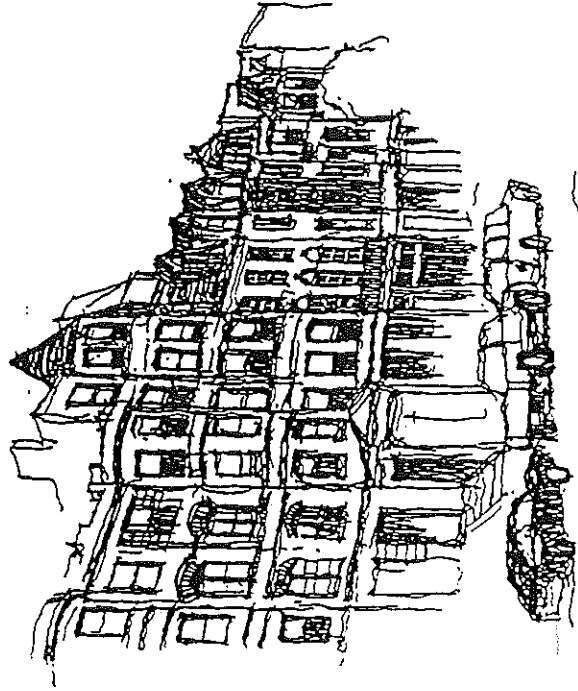


BUILDING CHARACTERISTICS

- narrow frontage
- street level used for shops, offices, galleries etc.
- upper floors for residential, studio, office
- built to the back of the sidewalk.
- interesting storefronts
- parking behind buildings
- non-streets.



South Tryon St. 1904



Back Bay, Boston

CIRCULATION PLAN

One of the most important elements of a well-functioning neighborhood is the basic need for pedestrian safety. People walking should have the ability to cross even the busiest thoroughfares as they travel from one part of the neighborhood to another. One of the goals of the plan is to provide a good vehicular and pedestrian network within the neighborhood, that ensures safe movement to all sectors of Third Ward and connects the neighborhood to adjacent neighborhoods and urban areas. Because the configuration of streets in Third Ward today does not allow this safety of movement, this plan addresses the need to provide it. The Charlotte Department of Transportation (CDOT), working with the neighborhood, will need to evaluate the existing street network, and make modifications as are necessary to improve circulation and ensure pedestrian safety.

The thoroughfare network in Third Ward is an integral part of an overall network for uptown Charlotte that is designed to move traffic into and out of uptown as quickly as possible. Even more demands are being placed on this system with the development of the Carolinas Panthers Stadium and the Convention Center. A balance must be achieved between the need to move traffic through the neighborhood and the need for pedestrians to move about safely.

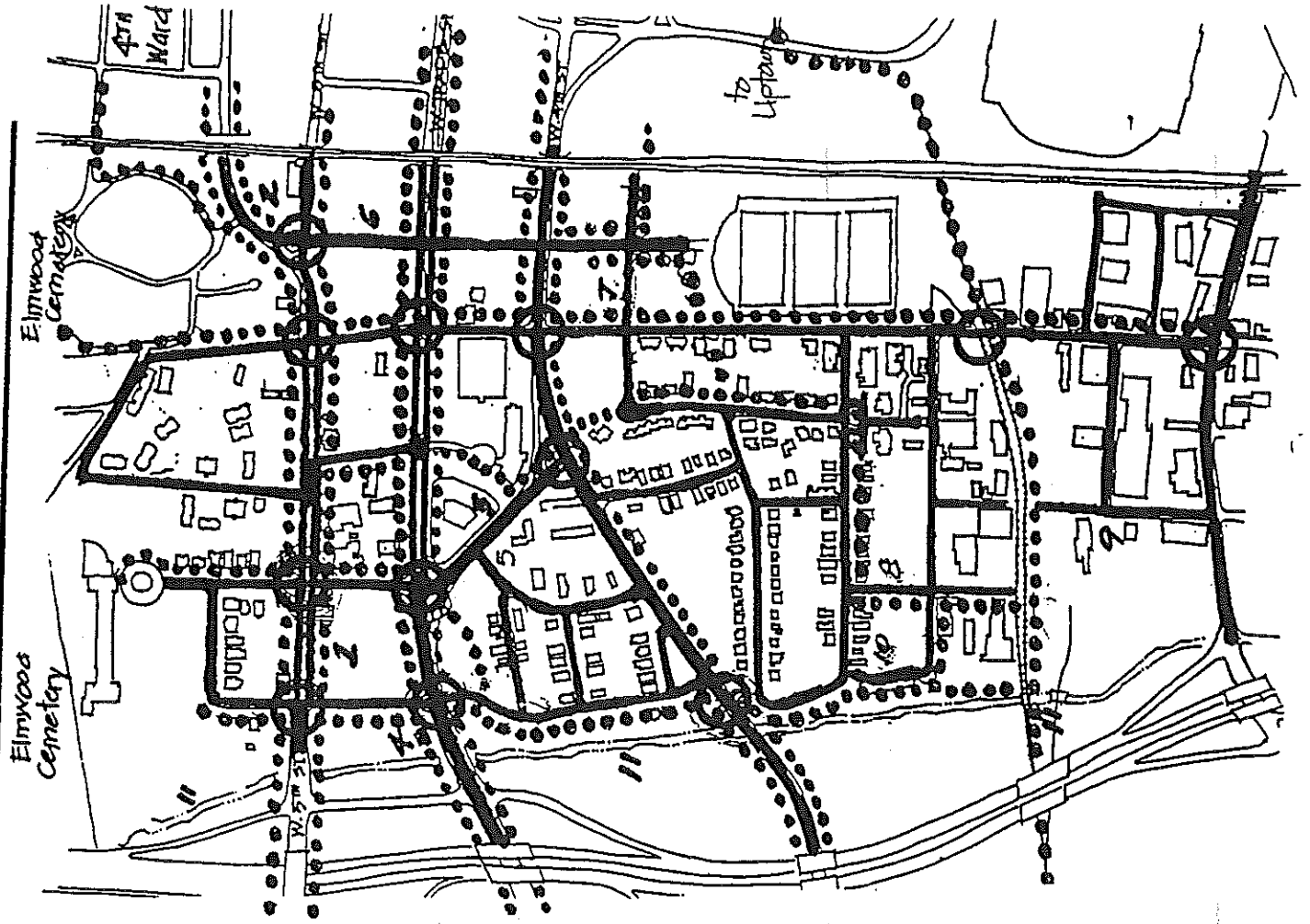
The following are the key locations where safe pedestrian crossing is hazardous, and are in need of some measure to improve it.

1. **West 5th Street.** The intersection of W. 5th Street and N. Cedar Street is the only signalized intersection along W. 5th Street making it the only safe place for pedestrians to cross. Safe crossings are also needed at the following:
 - N. Sycamore Street
 - N. Irwin Avenue
 - N. Clarkson Street
2. **West Trade Street**
 - Sycamore Street
 - Irwin Avenue at the W. Trade/W. 4th Connector
 - Clarkson Street
3. **West 4th Street**
 - At the W. Trade/W. 4th Connector
4. **West 4th Street Extension**
 - At Irwin Creek/S. Sycamore Street
5. **South Cedar Street**
 - Where the old P & N Railroad crosses (Cedar Yards).

CIRCULATION PLAN

Potential Improvements:

1. 5th Street Boulevard
2. Realignment of 5th Street/6th Street intersection
3. Redesign of Trade Street/4th Street connector
4. Realignment of Sycamore Street with W. Trade St.
5. New street connection to Trade/4th Street connector from S. Irwin Avenue
6. New street east of Cedar Street
7. Extension of S. Clarkson Street east of Cedar Street
8. Reconnection of Elliott Street from W. 1st Street to Greenleaf Avenue
9. Extension of McNinch St. north to access Cedar Yards
10. Connection of W. 1st Street to Greenleaf Avenue through parking lot
along Irwin Creek
11. Greenway/Pedestrian Path with path going under or over 4th, Trade, and 5th Streets, as well as along the old Piedmont & Northern Railroad, west under I-77 to Wesley Heights and beyond.
 - principal pedestrian paths
 - pedestrian crossing locations



PUBLIC IMPROVEMENTS

Many of the plan recommendations are for public improvements. The various city and county departments will be responsible for their implementation and maintenance as indicated the implementation matrix, last page.

Existing Street Improvements

Central to the goal of improving connectivity in 3rd Ward and improving the pedestrian environment is the redesign of key streets and intersections, to make them safer and more comfortable for pedestrians. Included in street improvements are sidewalks, curbs, gutters, street tree planting, lighting, both standard street lighting and low level pedestrian scale lighting. The following projects have been identified:

1. **West Fifth Street Boulevard** - Project would involve reconstructing the curb lanes to accommodate street trees in wider tree planting strips, sidewalks, decorative lighting and on/street parking. Also includes reconfiguration of West 5th/West 6th St. intersection to allow safe pedestrian crossing.
2. **Pedestrian Crossing at Trade/4th Connector** - This would involve the provision of pedestrian activated signals at the northern and southern ends of the Trade/4th Connector.

New Street Construction

A critical component of this plan is the construction of new streets and sidewalks to provide better vehicular and pedestrian circulation within the neighborhood, particularly from Third Ward South to Irwin Park.

1. **Sycamore Street Realignment** - This project involves a realignment of Sycamore Street where it intersects West Trade Street so that there would be a four way intersection and the possibility of future signalization when development warrants it.
2. **South Irwin Avenue Connection to the Trade/4th Connector** - This would provide better access to the envisioned townhouse and apartment development in the Woodlawn subarea.
3. **Elliott Street extension to West 1st St.** - Up until the late 70's, Elliott Street connected West 1st St. to Greenleaf Avenue. This connection needs to be restored to reconnect this portion of the neighborhood.
4. **New street east of Cedar St. from W. 5th to W. 4th** - Particularly long blocks exist in this area and would be more efficiently developed with a new street which would help tie it into the Uptown grid.
5. **Extension of Clarkson Place** - To facilitate development of the parcel north of the practice fields and intersect with new street. (#4)
6. **Grove Street connection to West 4th Street** - To provide better access to the 5 houses on Grove Street which was disconnected from the W. 4th St. extension when it was built.
7. **Greenleaf Avenue connection to Frazier Park Parking Lot** - To provide better access to Frazier Park and connect Greenleaf Avenue to West 1st Street.

Existing Sidewalks, Curbs & Gutters

Many of the existing sidewalks, curbs and gutters in Third Ward are old and in need of repair or replacement. In developing areas this will be done as part of new construction, however in existing residential areas an evaluation of existing sidewalks needs to be conducted to determine where repair or replacement is needed.

Open Space Network

A crucial element of the overall pedestrian network in Third Ward, is the proposed circumferential network which utilizes Frazier Park, Irwin Creek, Irwin Avenue Elementary School, Elmwood Cemetery, Cedar Street, and Cedar Yards to make the complete loop. The following projects are proposed to enable this:

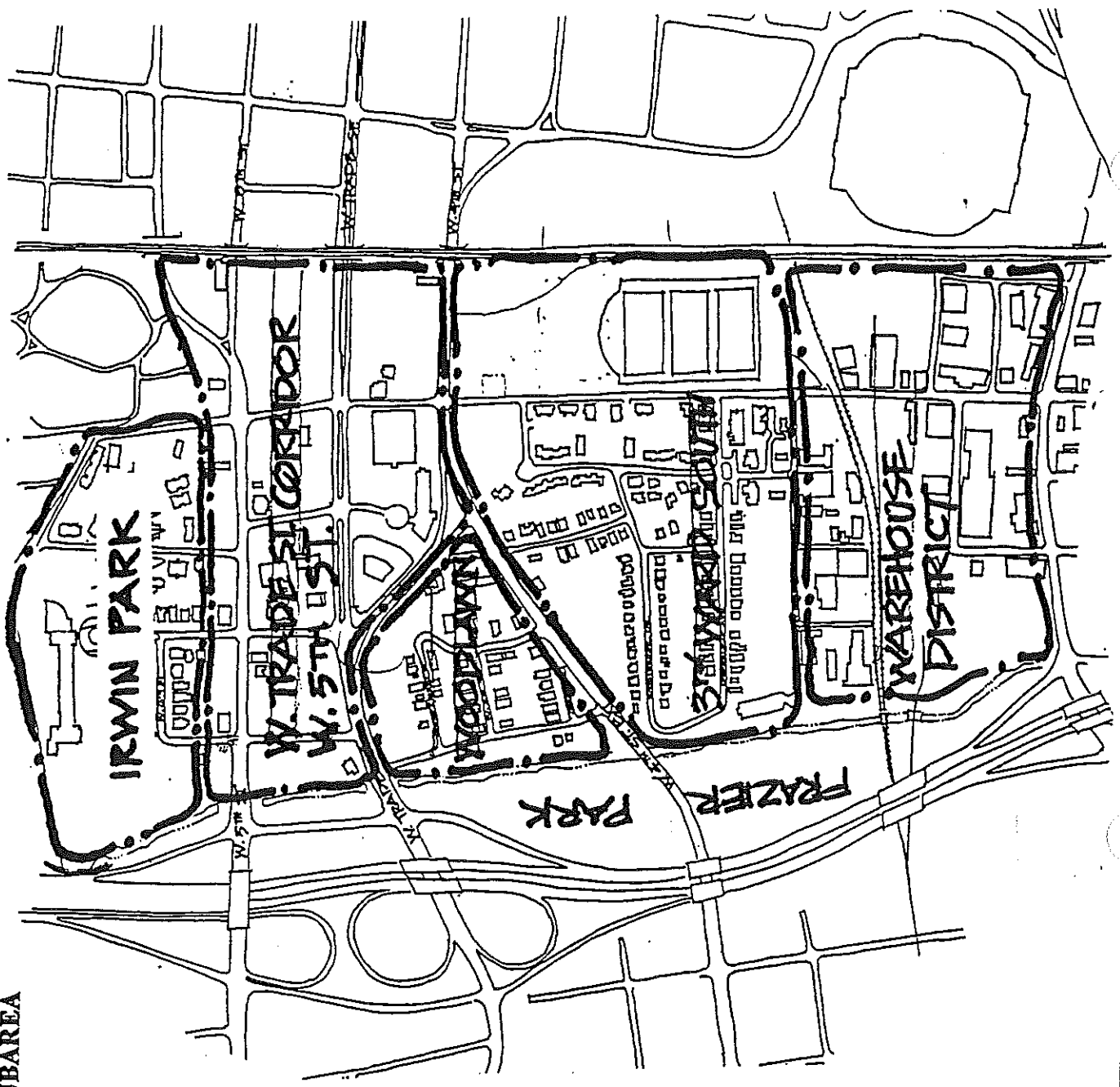
1. **Improvements to and expansion of Frazier Park** - This would include a pedestrian/bicycle path parallel to Irwin Creek.
2. **Extension of pedestrian/bicycle path along Irwin Creek north of Frazier Park** to connect to Irwin Avenue Elementary School.
3. **Provision of pedestrian/bicycle path along the Cedar Yards west along the old Piedmont & Northern Railroad, across Irwin Creek, under I-77, to extend into Wesley Heights, and east under the Norfolk-Southern Railroad to the Stadium area.**
4. **Improvements to South and North Cedar Street** - Currently, the portion of South Cedar Street from the football practice fields north to West 4th Street is being constructed to include double rows of canopy trees on either side of a wide sidewalk. A modified version of

this pattern to include a single row of street trees in planting strips, with pedestrian scale lighting should be implemented on the remaining segments of Cedar Street from West Morehead Street to Elmwood Cemetery.

GOALS OF THE THIRD WARD PLAN

- To maintain the character and quality of existing residential areas.
- To provide for new, urban scale, pedestrian oriented development that strengthens the neighborhood and provides opportunities for higher density housing with a mixture of retail and office uses.
- To develop a circulation network that gives safe pedestrian and vehicular movement to all areas of Third Ward, as well as to adjacent neighborhoods and commercial districts.

PLAN RECOMMENDATIONS BY SUBAREA



IRWIN PARK

Description

Dominated by the newly renovated Irwin Avenue Elementary School, this small residential enclave was cut off by road widenings and demolition of homes. This area consists of a mixture of single family houses and apartments. There are 3 small apartment developments, one a 32 unit Housing Authority complex which is currently vacant. A mature tree canopy and the presence of Irwin Creek give this area a natural appearance. Elmwood Cemetery immediately to the north is a valuable and historic open space and offers a possibility for connectivity to Fourth Ward.

Objectives

- To strengthen this residential enclave through the renovation of single family and multi-family housing and the increase in the amount of owner-occupancy.
- Re-establish connections to Third Ward South.
- Emphasize Irwin Avenue School as a neighborhood landmark and community resource.

Vision

An academic environment dominated by the campus of Irwin Avenue Elementary School would be the defining characteristic of this area. Rich with stately trees and the green open space of the Irwin Creek floodplain and Elmwood Cemetery, this area would become a desirable residential enclave, with a variety of affordable housing types.

Recommendations

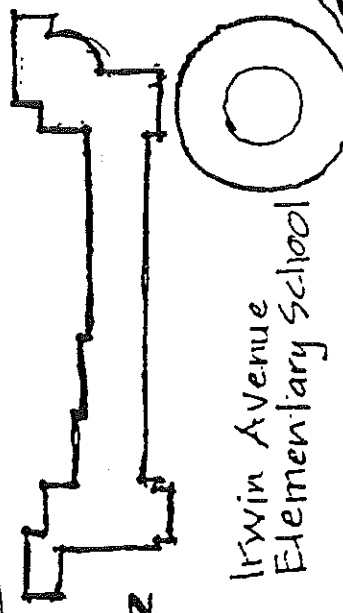
1. Develop greenway along portion of property along Irwin Creek and integrate it into the Irwin Avenue School circulation pattern.
2. Begin a program to plant canopy trees on the Irwin Avenue School site and its adjacencies.
3. Replace chain link fence at Third Ward edge of Elmwood Cemetery with decorative fencing, or remove fence altogether and make it a more accessible park space.
4. Facilitate the renovation of existing residential structures as part of an overall strategy to improve the quality of life and to connect this area to the rest of Third Ward. A focused effort should be made to renovate existing housing units, and increase the percentage of home ownership.
5. Renovate 32 unit Housing Authority complex and work toward a long term goal of home ownership. Consider an option portion that would have the Housing Authority give this property to an interested developer, who would build market rate housing of at least 32 units, with five percent reserved for low to moderate income housing.

IRWIN PARK

EMERALD CEMETERY

2

3



Irwin Avenue
Elementary School

field
sports

1

Irwin Creek

WEST GILL ST

W. 5TH ST

NORTH CLARKSON STREET

NORTH CLARKSON STREET

Victoria Square

4

2

4

WATCHING
DIS. AREA

WATCHING
OFFICES

SEATTLE
CREEK

W. TRADE/W. FIFTH STREET CORRIDOR

Description

Once the center of activity for the Third Ward area, with a wide variety of housing and businesses intermixed, most structures have been demolished and only a few viable businesses remain. The Trade Street Boulevard Project was built in 1985 and in 1987 Gateway Center was developed. Three major thoroughfares, W. 4th Street, Trade Street and W. 5th Street offer high visibility and good access, but also divides Third Ward. Currently, this area consists primarily of vacant land. All land in this area is zoned for uptown mixed-use development (UMUD).

Objectives

- Develop an urban scale, pedestrian oriented building pattern with a mixture of housing, shops and offices.
- Develop visual and physical linkages that will help connect Irwin Park and Third Ward South through the development of this Corridor.
- Maximize opportunity for higher density housing.
- Minimize impacts of the major thoroughfares.

Land Use/Urban Design Vision

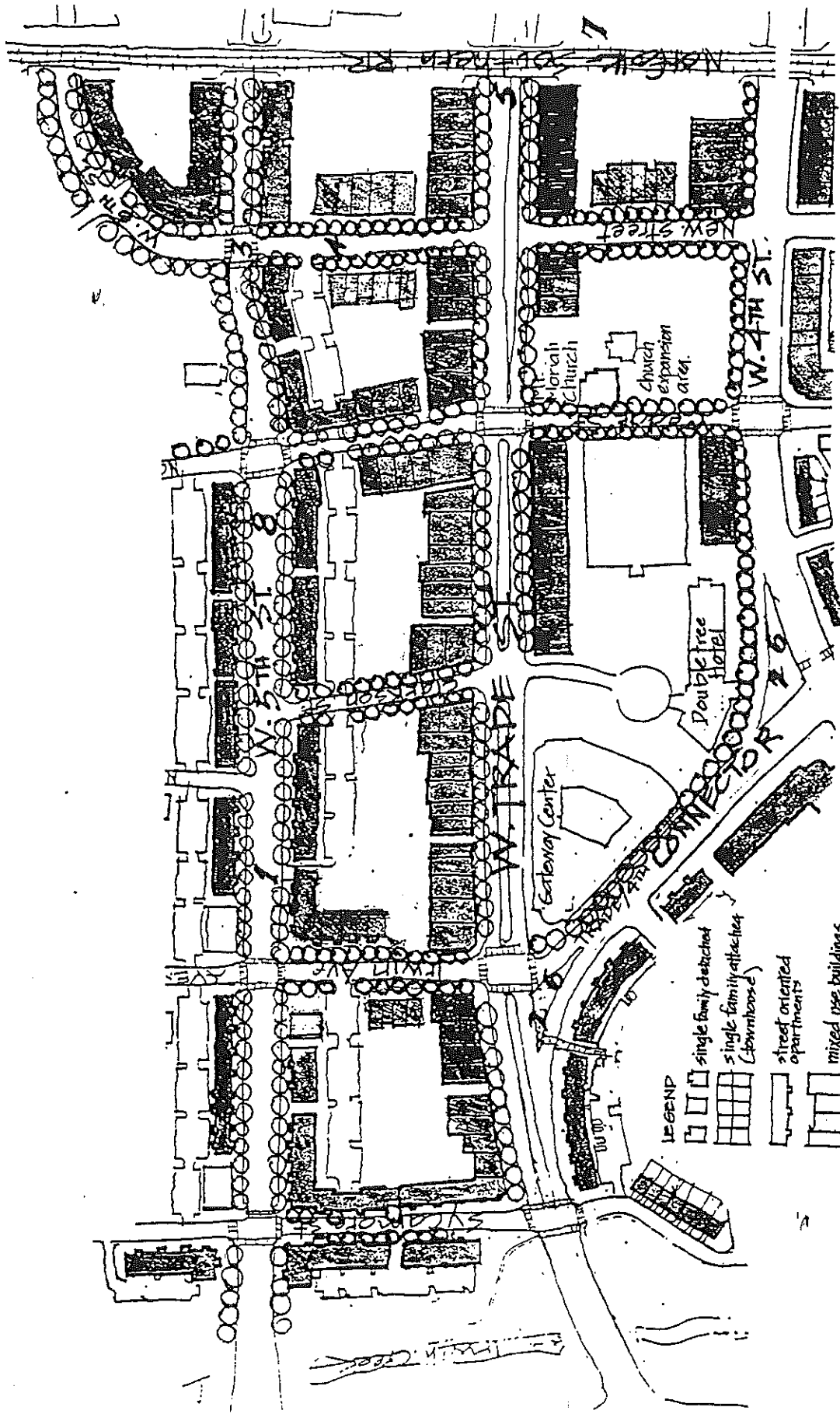
Apartments: 3-5 story, street oriented, some with ground floor shops along W. 5th Street, N. Sycamore Street, and north side of W. Trade Street, west of Irwin Avenue.

Mixed Use: 3-6 story, street oriented, some with upper floor apartments along W. Trade Street from Irwin to Railroad, and W. 4th Street from Cedar to Railroad.

Recommendations

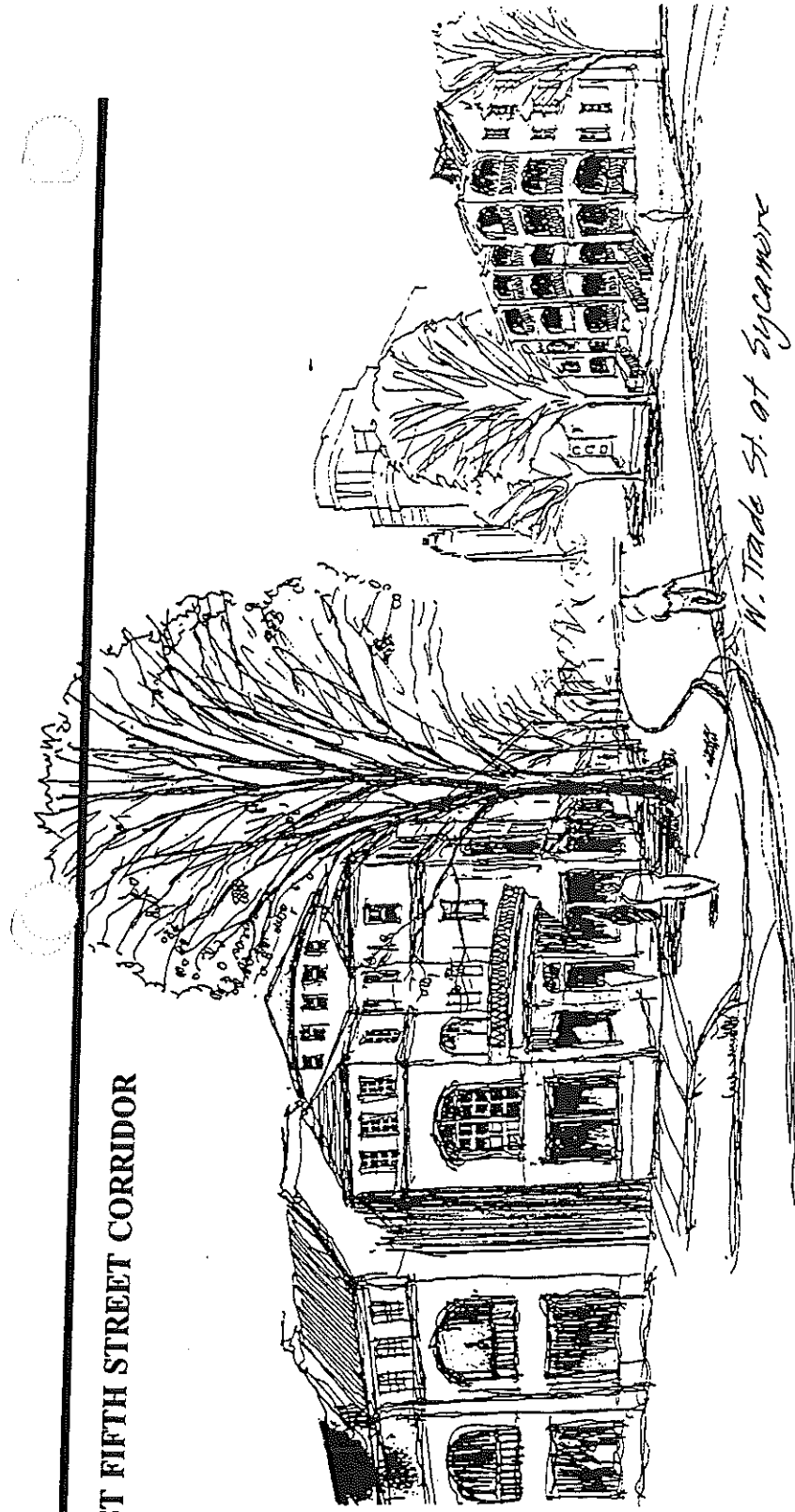
1. Reconstruct W. 5th Street as a tree-lined boulevard with on street parking.
2. Provide safe pedestrian crossings at both ends of the Trade/4th Connector.
3. Realign intersection of W. 6th and W. 5th Streets to provide safe pedestrian crossing.
4. Develop new public street east of Cedar Street from 4th Street to 5th Street to facilitate development of this property and connect it to the Uptown grid.
5. Embellish the railroad bridge over W. Trade Street w/signage, lighting, to enhance it as a gateway to Uptown Charlotte.
6. Redesign the landscaped islands at both ends of the Trade/4th Connector to reflect the neighborhood spirit.
7. Develop a concept for a joint bus/train transportation center on W. Trade Street adjacent to the Norfolk and Southern railroad.
8. Initiate the process for the implementation of the Urban Corridor District along W. 5th Street.

WEST TRADE/WEST FIFTH STREET CORRIDOR

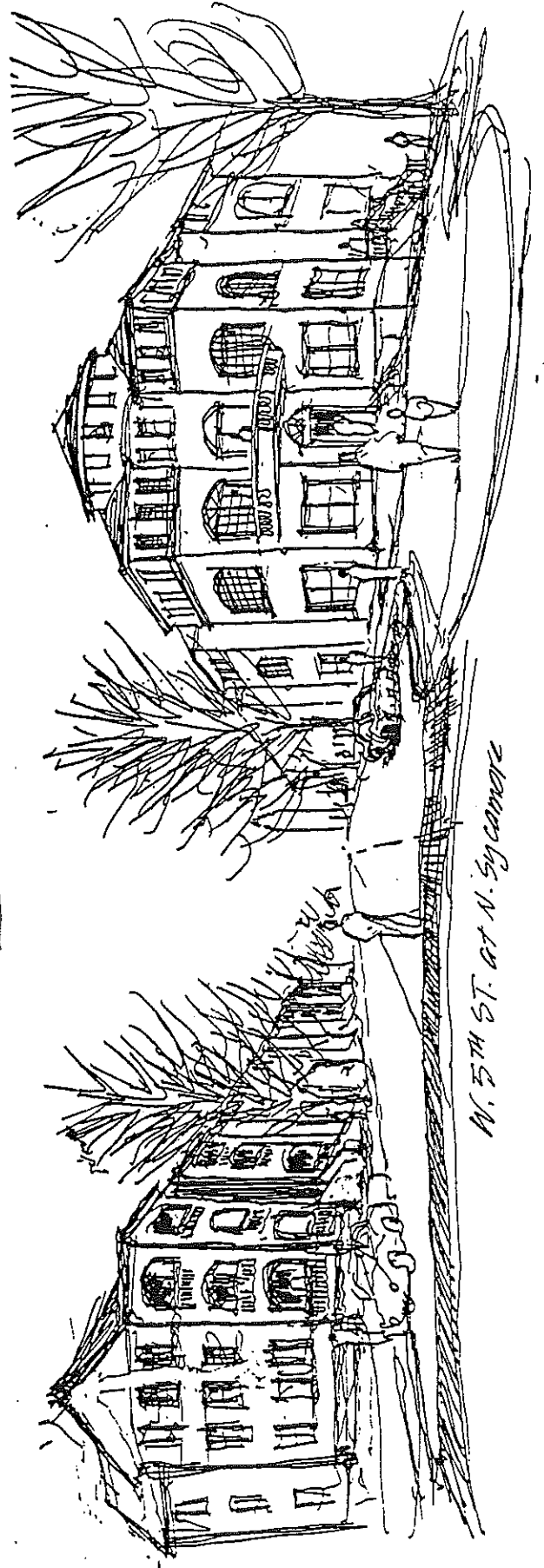


- LEGEND
- single family detached
 - ▤ single family attached (townhouse)
 - ▥ street oriented apartments
 - ▧ mixed use buildings
 - primary pedestrian circulation
 - ▩ primary pedestrian crossings
 - ○ ○ ○ streetscape improvements

W. TRADE/WEST FIFTH STREET CORRIDOR

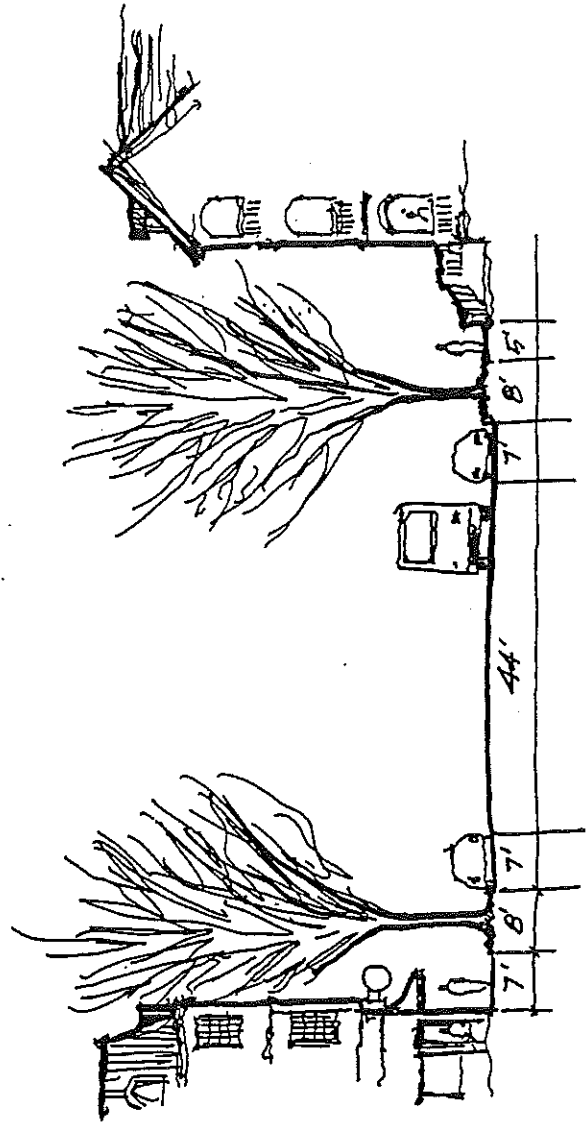
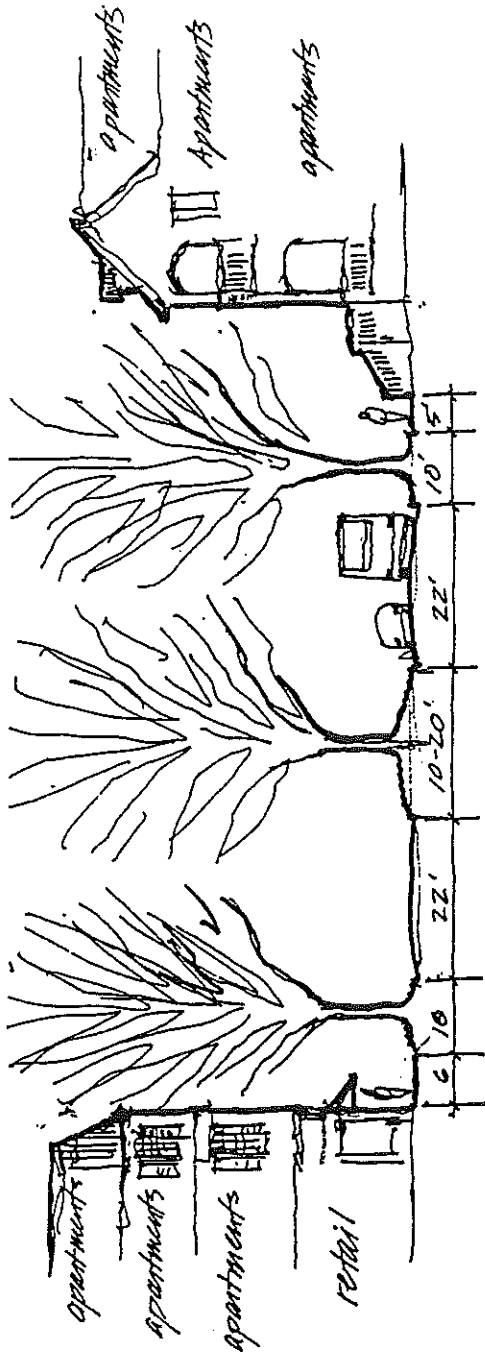


W. Trade St. at Sycamore

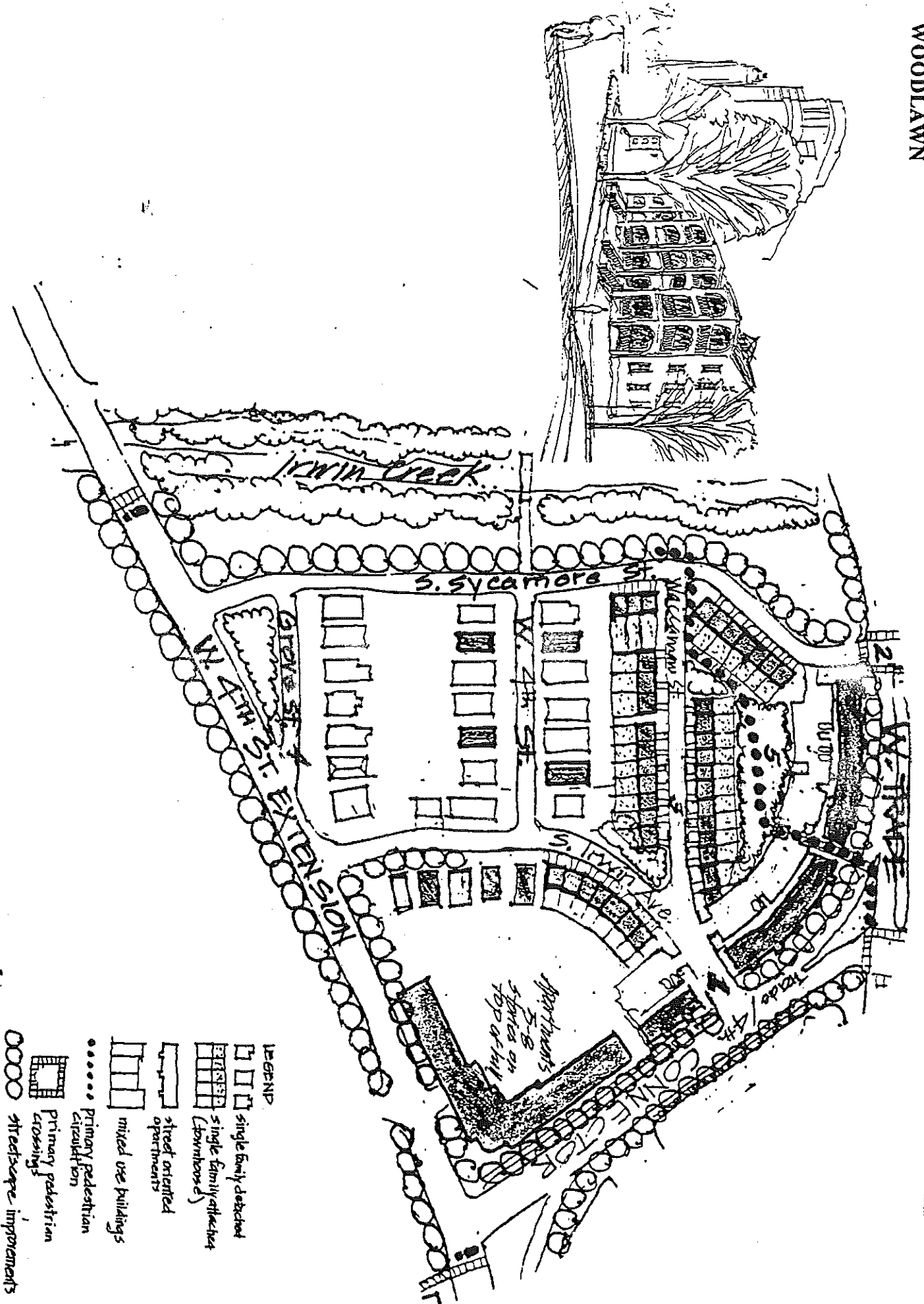


W. 5th St. at N. Sycamore








WEST FIFTH STREET ALTERNATIVES



WOODLAWN



LEGEND

-  single family detached
-  single family attached (apartments)
-  street oriented apartments
-  mixed use buildings
-  Primary pedestrian circulation
-  Primary pedestrian crossing
-  Street-scapes improvements

WOODLAWN AREA

Description

The name Woodlawn was the original name for Third Ward when it began development in 1907. The Woodlawn area is predominantly single family housing with a mixture of duplexes and apartments. There is a mixture of good and deteriorating housing. Included in this area is a three acre city-owned vacant tract that fronts W. Trade Street. This area was the most negatively impacted with the construction of the Trade/4th Connector, in 1975.

Objectives

- Stabilize this existing residential area through the renovation of housing and an increase in owner-occupancy.
- Develop new, higher density housing.
- Improve circulation and minimize impacts of the Trade/4th Connector by developing it as more of a neighborhood oriented street.

Land Use/Urban Design Vision

Single Family Detached: 1-2 stories, with a character similar to existing houses along Grove Street, W. 4th Street, S. Irwin Avenue.

Townhouse: 2-3 story, street oriented, with porches, private rear yards along Waccamaw Street, S. Irwin Avenue.

Apartments: 3-4 story, street oriented, along W. Trade Street, Trade/4th Connector. 5-8 stories overlooking intersection of Trade/4th Connector/W. 4th Street.

Recommendations

1. Connect S. Irwin Avenue to Trade Street/4th Street connector.
2. Realign intersection of West Trade Street and Sycamore Street to provide a 4-way intersection.
3. Improve Waccamaw Street in conjunction with new townhouse development.
4. Connect Grove Street to W. 4th Street Extension.
5. Preserve existing grove of mature hardwood trees and include as part of the open space network.

THIRD WARD SOUTH

Description

This area is the largest remaining portion of the original neighborhood. Entirely residential, Third Ward South consists of single family detached houses, townhouses and apartments. Overall, this area has good housing conditions. Two vacant tracts of land exist at the southeast and southwest corners of S. Cedar and W. Fourth Streets.

Objectives

- Ensure future stability of neighborhood through the renovation and preservation of existing housing and an increase in the amount of owner-occupancy.
- Develop higher density housing in a manner that orients to the street and strengthens the existing neighborhood fabric.
- Improve pedestrian and vehicular circulation.
- Improve connections to Frazier Park.

Land Use/Urban Design Vision

Townhouses: 2 to 3 stories, street oriented, with porches, private rear yards on the Southwest corner of 4th/Cedar, north side of W. 1st Street.

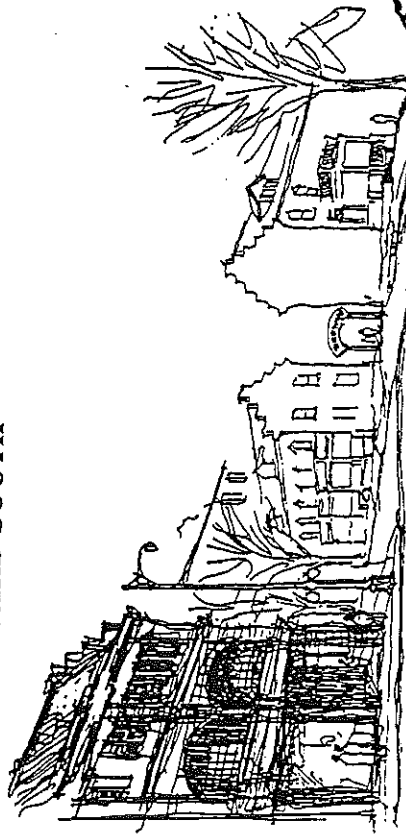
Apartments: 2-4 stories, street oriented with porches, balconies facing street along the east side of S. Cedar Street.

Mixed Use: 3-6 stories, street oriented along W. 4th Street east of Cedar Street and along Clarkson Place Extension.

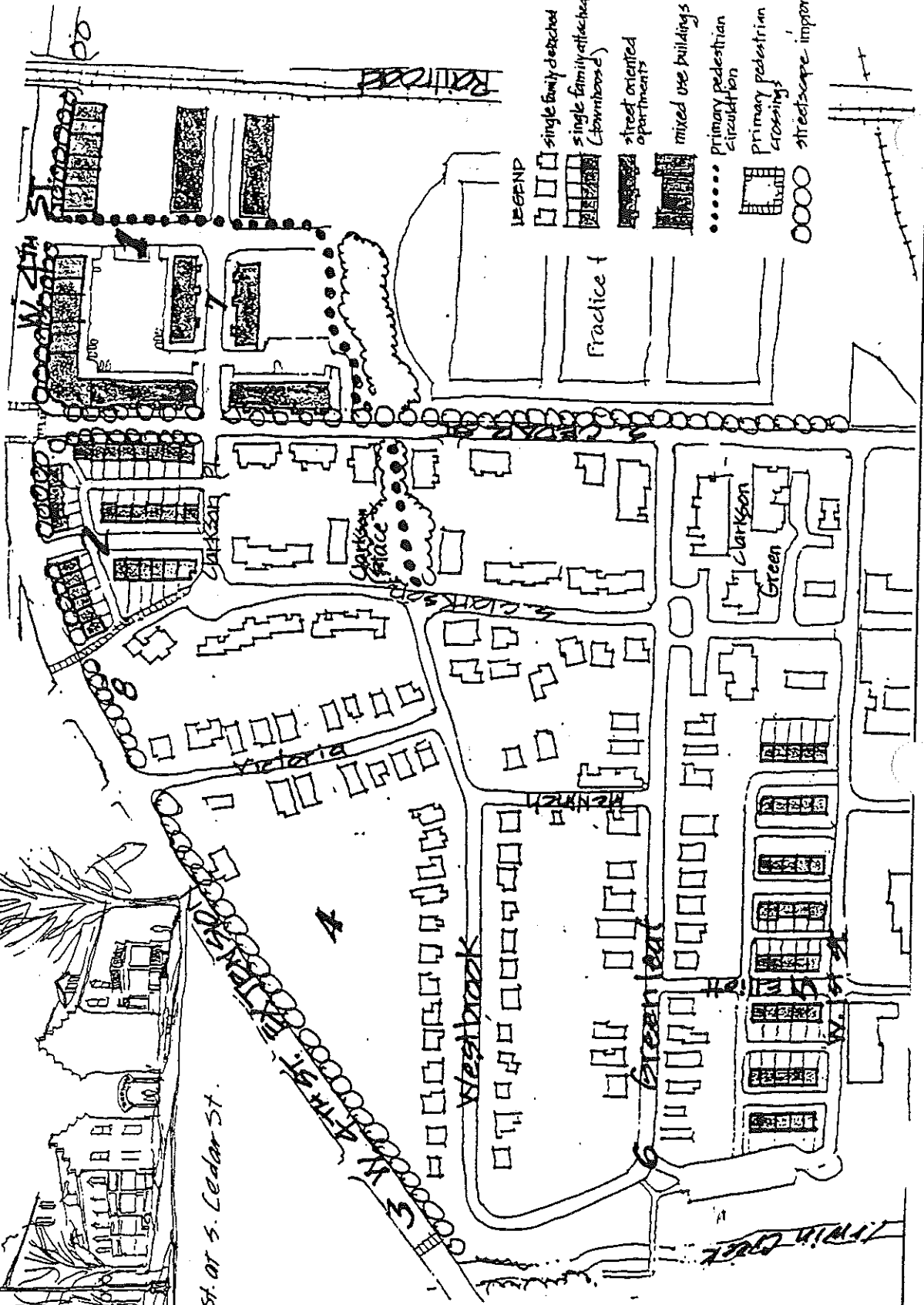
Recommendations

1. Begin discussions with City of Charlotte and Norfolk Southern Railroad regarding the joint development of tract at the southeast corner of Cedar and W. 4th Street.
2. The Third Ward Neighborhood Association and appropriate City Staff should work with the Committee to Restore and Preserve Third Ward in the development of townhouses on the southwest corner of Cedar and 4th and the north side of West 1st Street.
3. Make West 4th Street Extension more of a neighborhood oriented street by slowing traffic, and making it safe for people to cross. Consider on street parking during non-peak hours as well as a pedestrian activated/crossing signal.
4. Include parcel on South side of W. 4th Street Extension as part of the open space network.
5. Extend Elliott Street to connect W. 1st Street to Greenleaf Avenue to connect new residential development to the neighborhood.
6. Connect West First Street to Greenleaf Avenue through existing parking lot to provide better access to Frazier Park and W. 1st Street.
7. Extend Clarkson Place East of Cedar Street to enable a development pattern that is an extension of the neighborhood.
8. Replace Bradford pears along W. 4th and W. 4th Street Extension with Northern Red Oaks.

THIRD WARD SOUTH



W. 4th St. at S. Cedar St.



WAREHOUSE DISTRICT

Description

The Warehouse District includes the Cedar Yards and the Foundry area which are formerly the main rail yards for Piedmont and Northern Railroad. The Cedar Yards is an 8 acre tract which is owned jointly by the city and the state. This railroad line extends west of Cedar Street under I-77 to Wesley Heights and ultimately to Mt. Holly and extends east of Cedar Street under the Norfolk-Southern Railroad, by the Panther Stadium and into the uptown area. This area contains several unique brick industrial buildings that have good potential for adaptive reuse.

Objectives

- To facilitate the reuse of existing buildings for a mixture of uses including loft apartments, restaurants, and entertainment oriented businesses.
- To provide for the reuse of the Cedar Yards to best support future transit usage as well as provide parking for area businesses.
- To utilize Cedar Yards as part of the circumferential open space network.

Land Use/Urban Design Vision

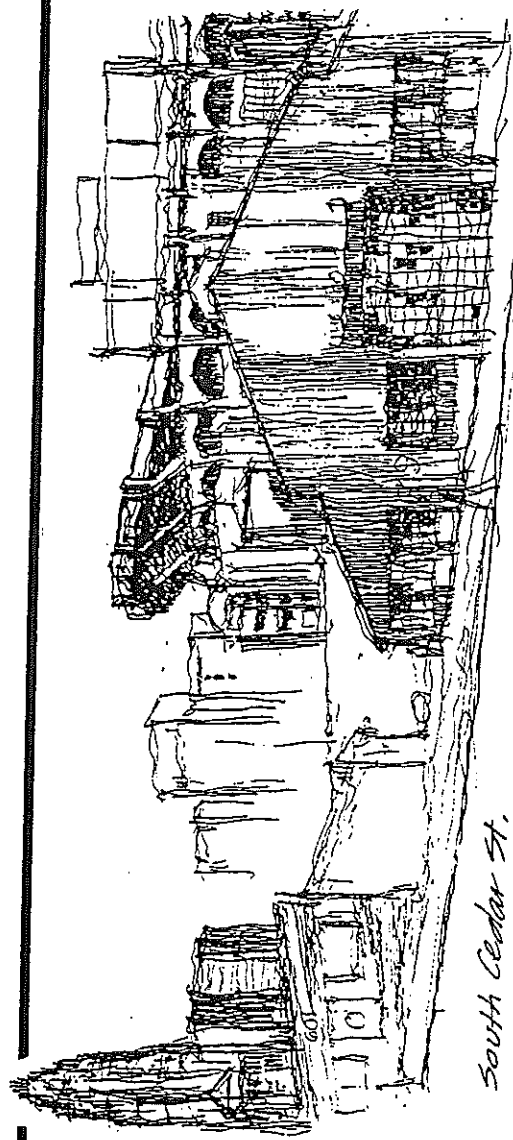
- Reuse of existing buildings, with shops, offices, apartments, along S. Cedar, W. Morehead, McNinch Hill.
- Streetscape improvements on all streets.
- Development of Cedar Yards with entertainment oriented activities including vintage rail cars leased as suites, bus

parking, and an attractive, well lighted, tree lined pedestrian/bicycle path that connects Wesley Heights/Third Ward to the stadium area.

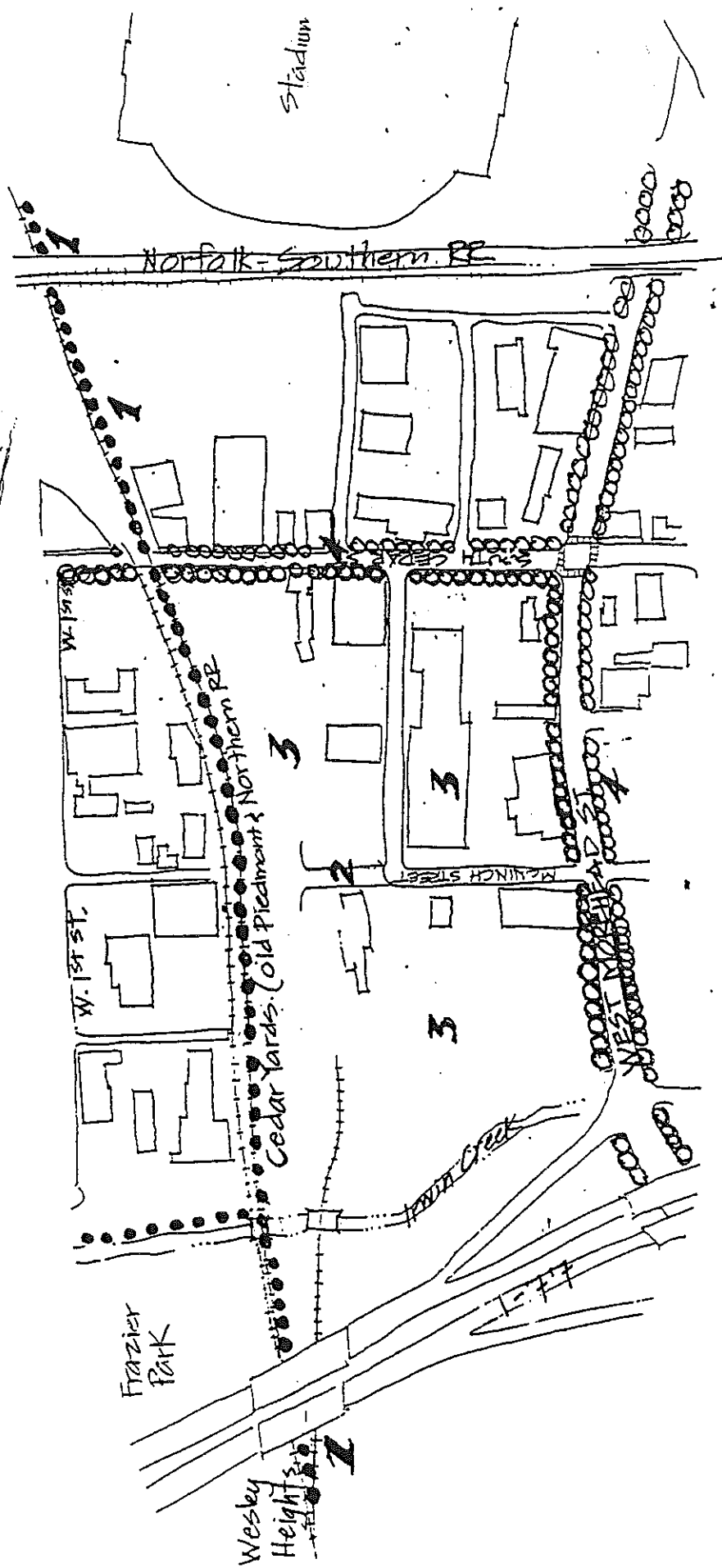
- Future development of commuter rail line as far west as Gastonia.

Recommendations

1. Utilize Cedar Yards to provide a pedestrian path that would connect to Frazier Park and Third Ward as well as going west under I-77 to Wesley Heights and east under the Norfolk-Southern rail line to the Stadium/South Mint Street area.
2. Extend McNinch Street north from W. Morehead Street to access parking on Cedar Yards.
3. Evaluate area between the Cedar Yards and West Morehead Street to determine feasibility of rezoning to UMUD to enable the renovation of existing buildings in an urban scale, mixed-use fashion including apartments.
4. Implement streetscape improvements along S. Cedar and W. Morehead Streets.



South Cedar St.



OPEN SPACE NETWORK

Description

Elmwood Cemetery, Frazier Park, Irwin Creek, the old Piedmont Northern Railroad, and existing streets, have the potential to provide a continuous open space network.

Objectives

- To improve Frazier Park by making it more accessible and usable to the neighborhood.
- To develop a continuous pedestrian network that gives safe pedestrian access to all parts of Third Ward and connects it to Wesley Heights, Fourth Ward and Uptown Charlotte.

Vision

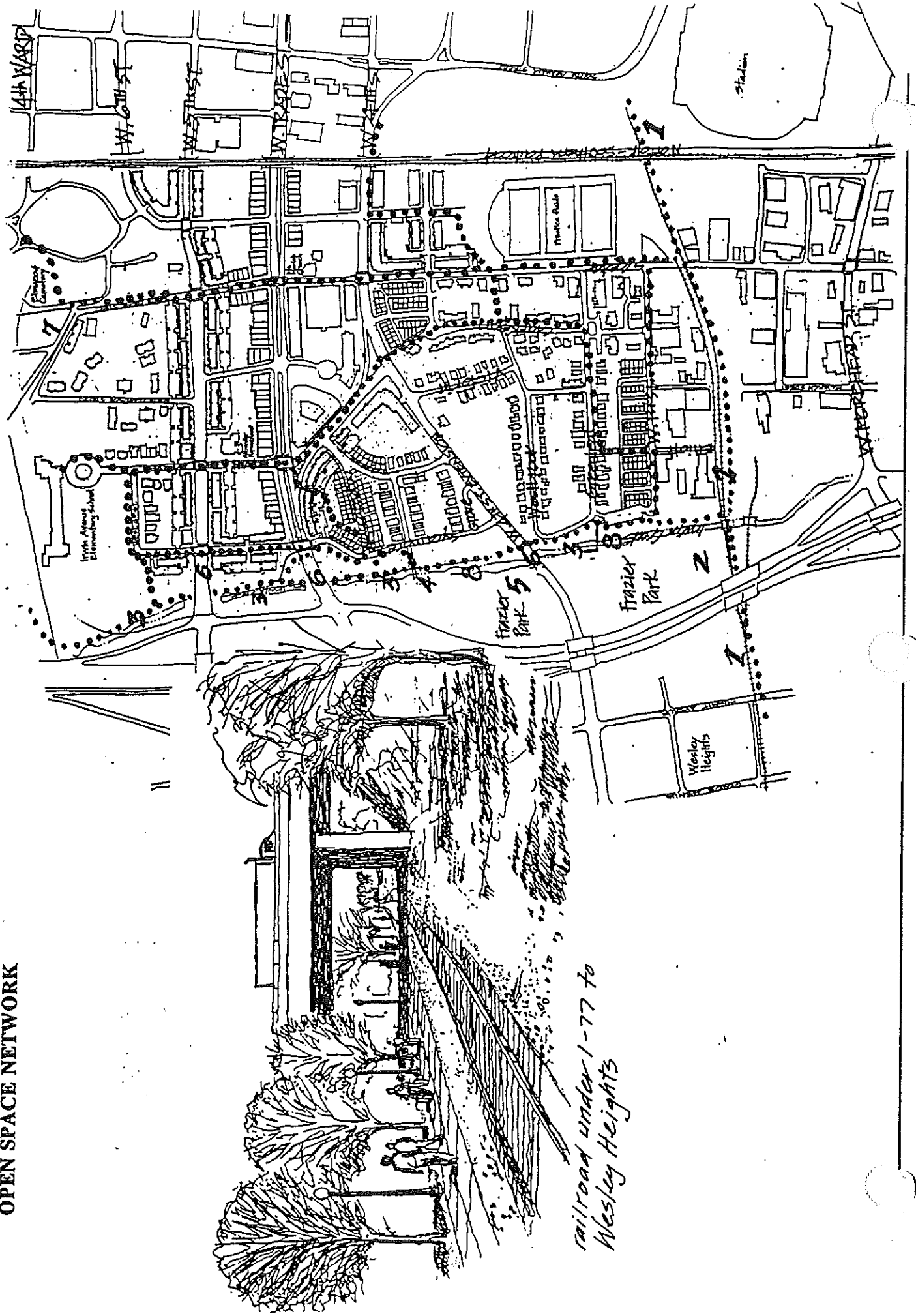
A circumferential pedestrian greenway would encircle Third Ward utilizing Frazier Park/Irwin Creek, Cedar Yards, North and South Cedar Streets, and Elmwood Cemetery. The greenway would further expand to Wesley Heights, Fourth Ward, and the stadium/S. Mint Street area. A safe, comfortable walking environment exists along all streets, especially the thoroughfares.

Recommendations

1. Develop a pedestrian/bicycle path along the old Piedmont & Northern Railroad. Extend west under I-77 to Wesley Heights and east under the Norfolk-Southern line to the Stadium/South Mint Street area.

2. Expand Frazier Park south to the P&N Railroad and connect it to the Cedar Yards greenway.
3. Develop a greenway with a continuous pedestrian/bicycle path along Irwin Creek from Cedar Yards to Elmwood Cemetery.
4. Build additional bridges or in-stream crossings across Irwin Creek to provide pedestrian access to Frazier Park.
5. Relocate existing houses and utilize parcel as a passive park.
6. Provide pedestrian underpasses or pedestrian activated signals to provide safe crossings at W. 4th, W. Trade and W. 5th Streets.
7. Replace portion of fence around Elmwood Cemetery with a decorative fence, or remove fence altogether to make it more accessible for park use.
8. Stock and maintain bass, bluegills and catfish in Irwin Creek and make available for fishing.

OPEN SPACE NETWORK



*railroad under 1-77 to
Wesley Heights*

Ultimately, the measure of our city will not be about those physical elements that this plan focuses on, although their place in delineating the form and contributing to the vitality of the city is immeasurable, but it will be a look at it's streets and public spaces. A number of questions come to mind as we evaluate our neighborhoods such as Third Ward: Is there a diversity to the people who occupy its streets? Do its streets offer a variety of activities and services? Is it an intergenerational neighborhood where the elderly and children are welcome? And at the intimate level, do we know our neighbors? Do we know the grocer or shopkeeper? Do we know the community police officer or the crossing guard at the school? Those neighborhoods that can answer yes to these questions are the neighborhoods that will be able to sustain themselves and continue to grow and prosper into the 21st Century.

IMPLEMENTATION MATRIX

* principal responsibility

Page	Area	Neighborhood	Neighborhood Pbl. Dept.	DOT	Coordinate engineer	Neck. Co. Park & Rec	Comm. to residents	City of the Future	Urban Dev. Corp.	W. 2nd St. R.R.	Trans. Dept.	Char. to the Housing Auth.
27	IRVING PARK	1, 2, 3, 4, 5	□ □ □	□ *	□ *	□ *						□ *
29	WEST TRADE/W. 5TH	1, 2, 3, 4, 5, 7, 6, 8	□ □ □	□ □ □ *	□ *	□ □ *						
33	WOODLAWN	1, 2, 3, 4, 5	□	□ *	□ *	□						
35	THIRD WARD SOUTH	1, 2, 3, 5, 6, 7, 4, 8	□ □ □	□ □ *	□ *	□ □ □	□ □	□ □				□ □
37	WAREHOUSE DISTRICT	1, 2, 3, 4	□ □ □	□ □ *	□ *	□ □ *						□ □
39	OPEN SPACE NETWORK	1, 2, 3, 4, 7, 8, 5, 6	□ □	□ *	□ *	□ □ *	□ □ *					□

NOTE: NO FUNDING IS REQUIRED AS PART OF THIS PLAN.