

# Land Use and Key Community Design Policies

DRAFT

21

## PARKWOOD TRANSIT STATION AREA

### Map 3: CONCEPT MAP

Urban Station



### Parkwood Development Concept

Map 3: Concept Map, illustrates the recommended development pattern for the plan area. As illustrated, opportunities for more intense, transit supportive development are recommended for both sides of the LRT line from the Brookshire Boulevard to 16th Street. Low density residential land use are expected to remain from 16th Street to Parkwood Avenue and transit supportive uses are expected for Parkwood Avenue to East 24th Street, with the exception of the parcels currently occupied by the intermodal yard, which are expected to remain as industrial uses. Existing park/open space uses are expected to remain, too. This development pattern will be supported by improvements to enhance accessibility and safety for pedestrians, vehicles and cyclists. These enhancements include the development of signature intersections at Parkwood/Brevard and North Davidson streets, streetscape improvements and a multi-use path.



Photos shown are examples of the Concept Map's recommended pattern of development and preservation for the Parkwood Station area.

Blue Line Extension Transit Station Area Plan

CONCEPT PLAN

Charlotte-Mecklenburg Planning Department

DRAFT

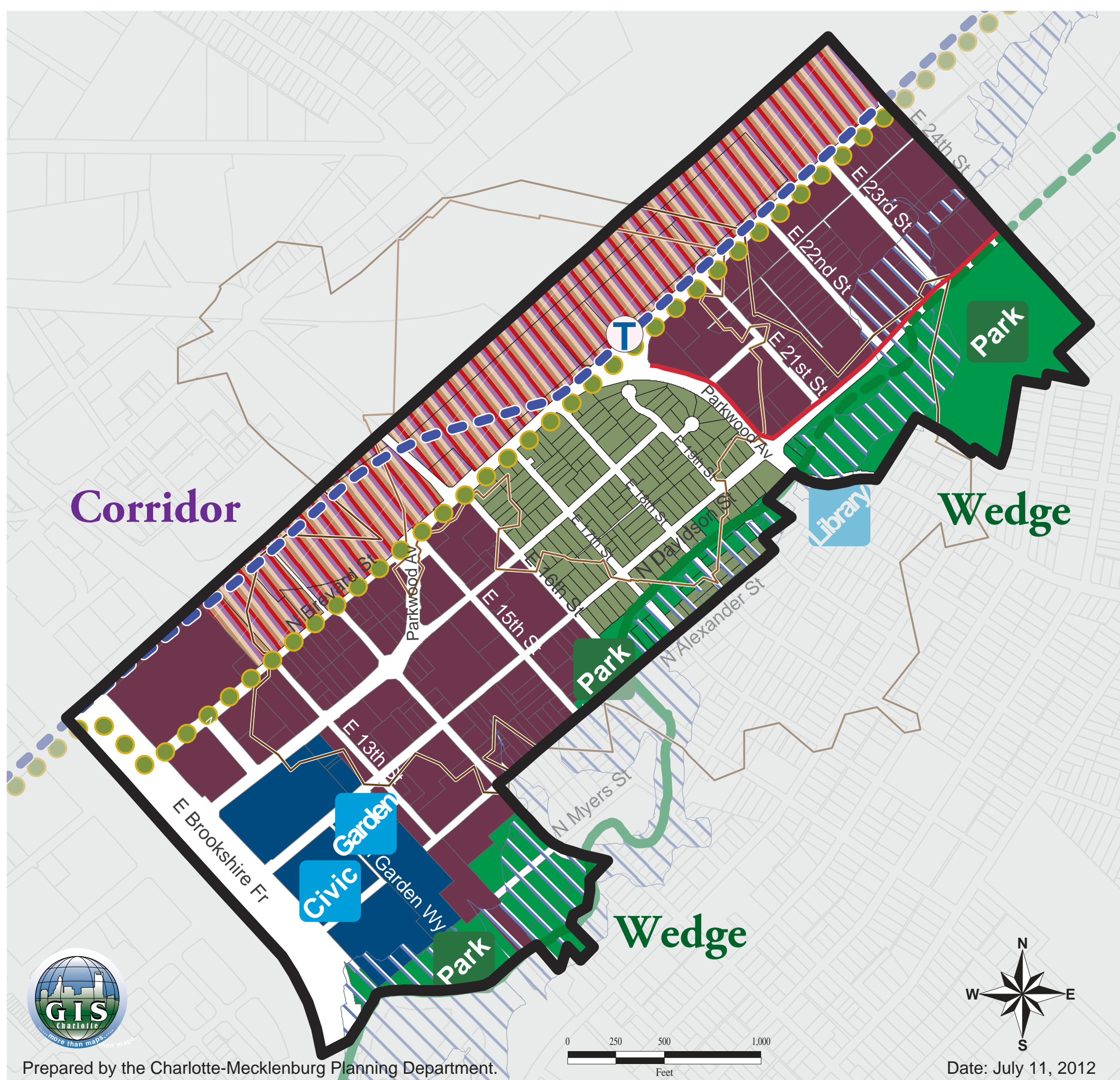
DRAFT

22

## PARKWOOD TRANSIT STATION AREA

### Map 4: DEVELOPMENT PLAN

Urban Station



### Parkwood Land Use and Community Design

This section sets forth land use and community design recommendations for the Parkwood plan area. An overview of the proposed street network is also included.

The entire \_\_\_ acre area is divided into three distinct districts;

- **Transit Station Area**  
the a majority of this portion of the Northeast Growth Corridor;
- **General Corridor**  
a portion of the Northeast Growth Corridor adjacent to the existing rail yard that has functioned as the intermodal yard;
- **Established Neighborhood.**

The land use recommendations are shown on Map 4: Development Plan. The recommendations, described on the following page, are also cross referenced using the item numbers in the Implementation section of this plan.

Blue Line Extension Transit Station Area Plan

DRAFT

Charlotte-Mecklenburg Planning Department

CONCEPT PLAN

DRAFT

23

## Parkwood Transit Station Area

The Transit Station Area encompasses (acreage figure). The station's location between Center City and NoDa is positive for residential and employment uses and other infill development. The recommendations in this section supports this infill development while protecting the existing Belmont and Optimist Park neighborhoods.

### Land Use & Key Community Design Policies

- L-1. Promote a mix of transit-supportive land uses (residential, service-oriented retail, civic, office) within the Transit Station area through new development and redevelopment.
  - Ensure that scale and massing of new development/redevelopment is sensitive to the Belmont and Optimist Park neighborhoods.
- L-2. Provide active ground floor non-residential uses, such as retail or office, along North Davidson Street from Parkwood Avenue to East 24th Street. To be most accessible to transit users, design these ground floor uses to include clear glass windows and doors and entrances that front on and connect to the sidewalk.
- L-3. A portion of the Transit Station Area is located within the FEMA 100-year floodplain for Little Sugar Creek with predominantly residential and park uses. Where appropriate, greenway dedication should be made. Parcels that redevelop should be sensitive to existing residential land uses.

## General Corridor Area

The area north of North Brevard Street and adjacent to the rail yard between East 13th and East 24th streets is expected to remain predominantly industrial and employment based land uses.

### Land Use & Key Community Design Policies

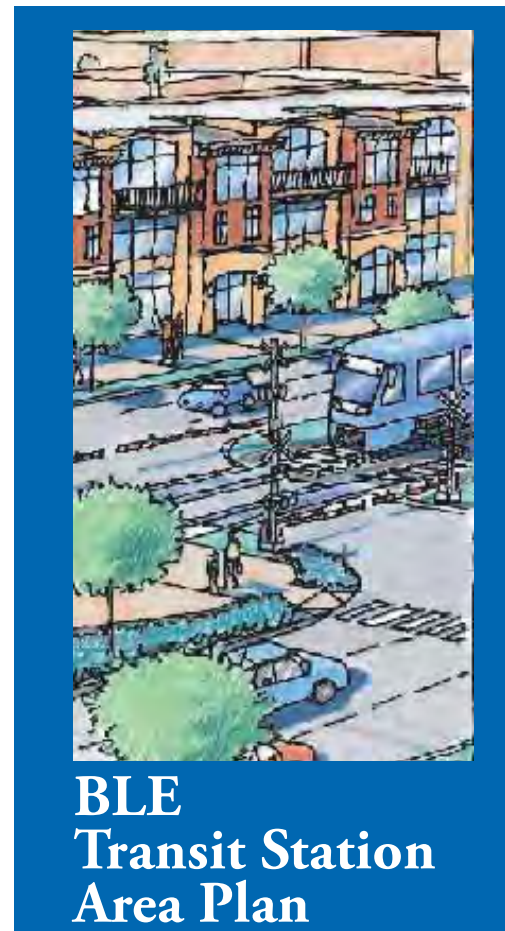
- L-4. Maintain employment based land uses, such as industrial, office and retail uses on the parcels north of North Brevard Street and adjacent to the rail yard between East 13th and East 24th streets. This area has functioned as the intermodal yard.

## Established Neighborhood

The area between the Transit Station Areas is recognized as Established Neighborhood where existing, primarily low density residential, communities that are located within the Growth Corridor.

### Land Use & Key Community Design Policies

- L-5. Low density residential should be maintained, enhanced and protected with a transition from more intense development that may adversely impact the character of the neighborhood.



Concept Plan Framework for Development



Blue Line Extension Transit Station Area Plan

CONCEPT PLAN

Charlotte-Mecklenburg Planning Department

DRAFT

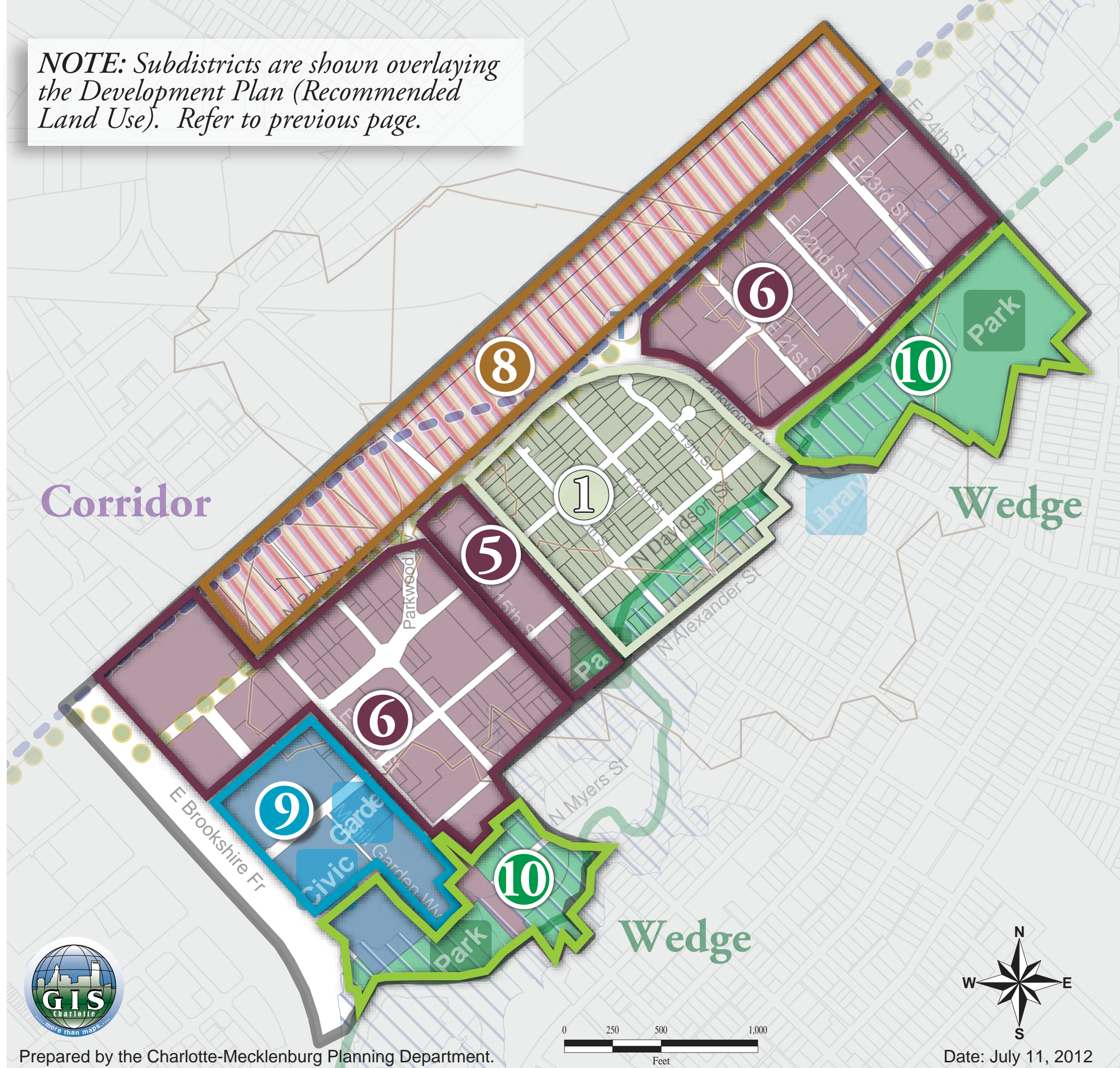
DRAFT

24

## PARKWOOD TRANSIT STATION AREA

### Map 5: STRUCTURE PLAN

Urban Station



### SUBDISTRICTS

Subdistrict	Desired Uses	Typical Building Types	Desired Height
1	Low Density Residential	Single Family Houses, Duplexes, Triplexes, Quadraplexes	Up to 40'
2	Moderate Density Residential	Single Family Houses, Duplex, Triplex, Quadraplex	Up to 50'
3	Low Intensity Office/Residential	Single Family Houses, Vertical Mixed Use	Up to 50'
4	Transit Supportive Uses – Predominately Residential	Vertical Mixed Use, Single Family Houses, Duplex, Triplex, Quadraplex	Up to 60'
5	Transit Supportive Uses	Vertical and Horizontal Mixed Use, Retail	Up to 50'
6	Transit Supportive Uses	Vertical and Horizontal Mixed Use, Retail	Established by Ordinance Requirements
7	Low Intensity Office/Retail/Single Family Homes	Vertical and Horizontal Mixed Use, Retail	Up to 50'
8	Manufacturing, Storage, Distribution-Shipments, Office, Retail, Truck Transport	Industrial, Manufacturing, Warehouse	Up to 50'
9	Civic/Institutional	Schools, Government Offices, Museums, Community Centers	Up to 40'
10	Open Space/Park/Recreation	Open Space, Passive and Active Recreation	Up to 40'

Subdistricts shown in gray are not recommended for this station area.

Blue Line Extension Transit Station Area Plan

DRAFT

Charlotte-Mecklenburg Planning Department

CONCEPT PLAN

# Land Use and Key Community Design Policies

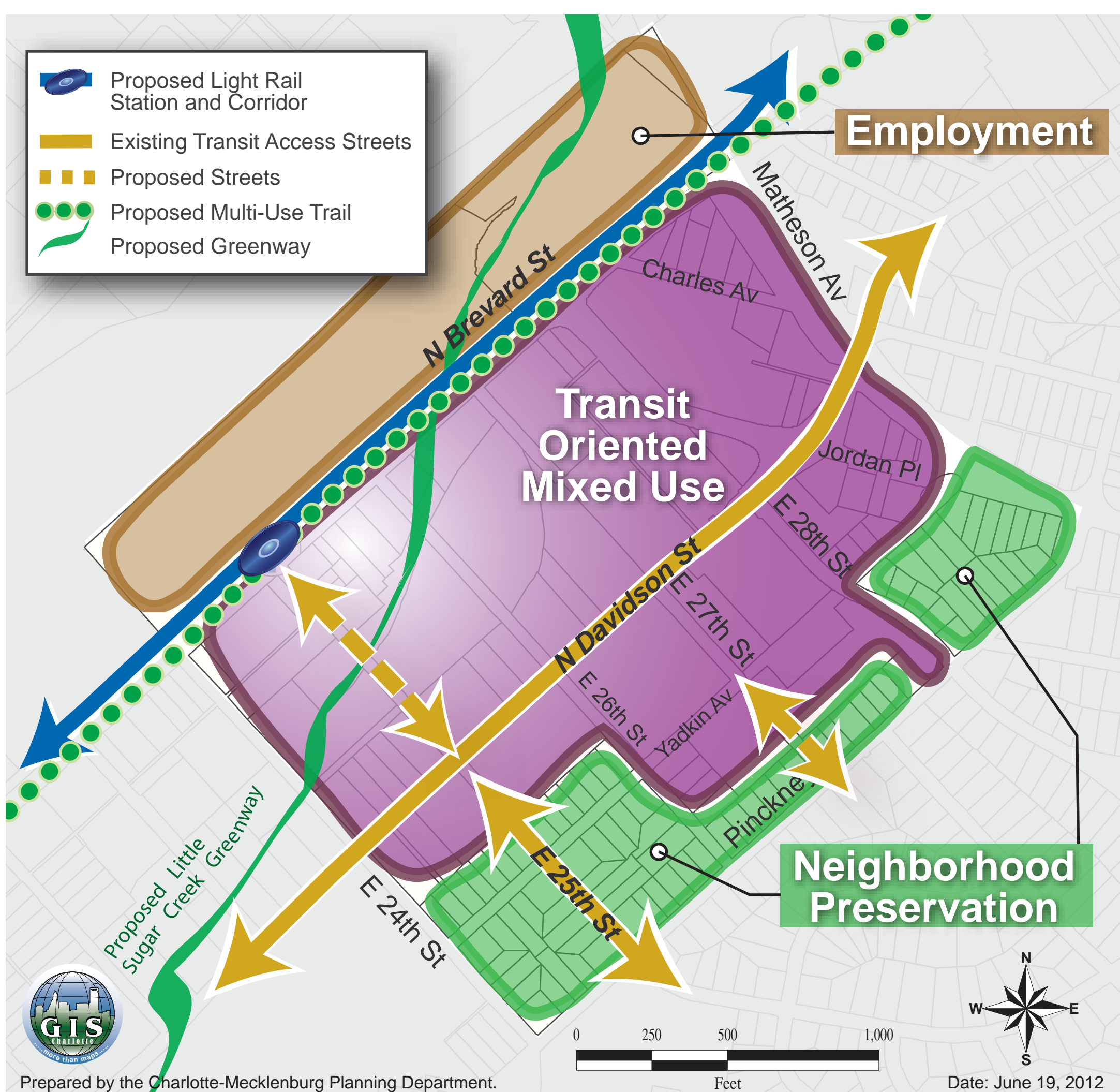
DRAFT

25

## 25th STREET TRANSIT STATION AREA

### Map 6: CONCEPT MAP

Urban Station



### 25th Street Development Concept

**Map 6: Concept Map**, illustrates the recommended development pattern for the plan area. As illustrated, opportunities for more intense, transit supportive development are recommended for the area between 24th Street and Matheson Avenue, with the exception of the low density residential area north of Pinckney Avenue. The area on the rail yard side of the rail line is expected to remain predominantly industrial or employment uses. This development pattern will be supported by improvements to enhance the accessibility and safety for pedestrians, vehicles and cyclists. These enhancements include the development of a multi-use path along this section of the rail line.



Photos shown are examples of the Concept Map's recommended pattern of development and preservation for the 25th Street Transit Station area.

Blue Line Extension Transit Station Area Plan

CONCEPT PLAN

Charlotte-Mecklenburg Planning Department

DRAFT

DRAFT

26

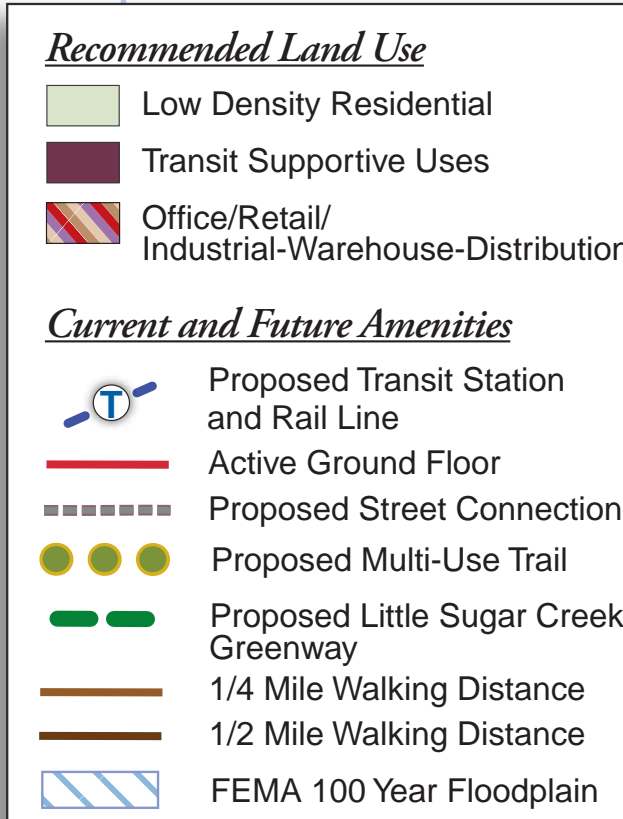
## 25th STREET TRANSIT STATION AREA

### Map 7: DEVELOPMENT PLAN

Urban Station



Concept Plan Framework for Development



### 25th Street Land Use and Community Design

This section sets forth land use and community design recommendations for the 25th Street plan area. An overview of the street network is also included.

The \_\_\_ acre area is (Transit Station Area, Corridor, Wedge Area)

- Transit Station Area** the portion of the Northeast **Growth Corridor** southeast of Brevard Street, east of Matheson Avenue, west of East 24th Street and north of Yadkin Avenue;
- General Corridor Area** is the area north of North Brevard Street and adjacent to the railyard between East 24th Street and Matheson Avenue;
- Wedge Neighborhood Area** portion of the Northeast **Wedge** is just south of Yadkin Avenue.

The land use recommendations are shown on **Map 7: Development Plan**. The recommendations, described on the following page, are cross-referenced using the item numbers in the Implementation section of this plan.

Blue Line Extension Transit Station Area Plan

DRAFT

Charlotte-Mecklenburg Planning Department

CONCEPT PLAN

DRAFT

27

## 25th Street Transit Station Area

The Transit Station Area encompasses (acreage figure). The station's close proximity to the NoDa community increases opportunities for additional residential and employment uses in the area. The recommendations in this section support infill development.

### Land Use & Key Community Design Policies

- L-1. Promote a mix of transit-supportive land uses (residential, office and service-oriented retail, civic/institutional uses and park/open space) within the Transit Station Area through new development and redevelopment.
  - Ensure that scale, massing and height of new development/redevelopment is sensitive to existing neighborhood development.
- L-2. Provide active ground floor non-residential uses, such as small scale retail and/or office, along North Davidson Street from East 24th Street to East 27th Street and along East 25th Street from North Davidson Street to North Brevard Street. To be most accessible to transit users, design these ground floor uses to include clear glass windows and doors and entrances that front on and connect to the sidewalk.
- L-3. A portion of this area is located within the FEMA 100-year floodplain for Little Sugar Creek with predominantly industrial land use uses. Where appropriate, greenway dedication should be made as development occurs. Parcels that redevelop are appropriate for transit supportive land uses. An alternative alignment for the greenway could be the proposed abandoned rail corridor located from 25th to Brevard streets.

## General Corridor Area

The area north of North Brevard Street and adjacent to the railyard between East 24th Street and Matheson Avenue is expected to remain predominantly industrial and employment based land uses.

### Land Use & Key Community Design Policies

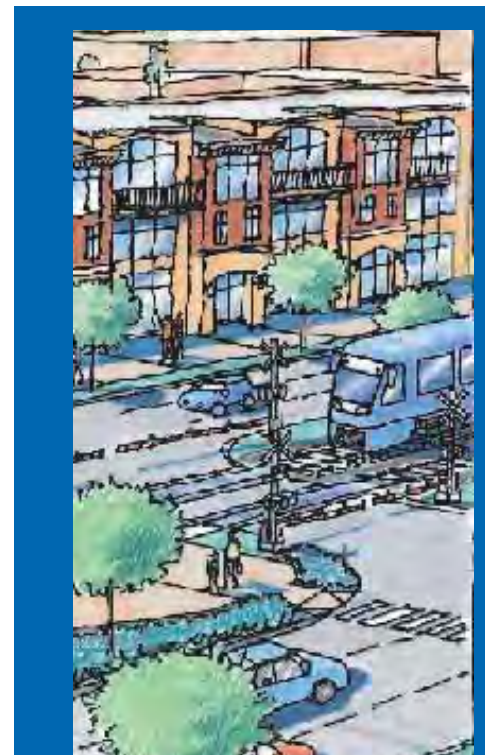
- L-4. Maintain employment based land uses, such as industrial, office and retail uses on the parcels north of North Brevard Street and adjacent to the railyard between East 24th Street and Matheson Avenue. This area has functioned as the intermodal yard.

## Wedge Neighborhood Area

The residential portion of the Villa Heights neighborhood is located in a Wedge area along Yadkin Avenue between East 24th Street and Jordan Place. This portion of the neighborhood includes low density residential, typically single family, neighborhood-scale retail and civic uses. The following recommendations are designed to protect the predominantly low density residential character of the neighborhood, while allowing for redevelopment in selected locations.

### Land Use & Key Community Design Policies

- L-5. Maintain the low density residential portion of the existing neighborhoods at a density of less than 6 dwelling units per acre. Moderate density residential consistent with the existing character of the area may be considered on a case by case basis.
- L-6. Support infill non-residential development that as a transition between the Transit Station Area and Wedge. Preferred non-residential uses should be predominantly residential, blend with existing character of the area and/or include small scale office or retail uses.



Concept Plan Framework for Development

Blue Line Extension Transit Station Area Plan

CONCEPT PLAN

Charlotte-Mecklenburg Planning Department

DRAFT

DRAFT

28

## 25th STREET TRANSIT STATION AREA

### Map 8: STRUCTURE PLAN

Urban Station



Concept Plan Framework for Development



**NOTE:** Subdistricts are shown overlaying the Development Plan (Recommended Land Use). Refer to previous page.

SUBDISTRICTS			
Subdistrict	Desired Uses	Typical Building Types	Desired Height
1	Low Density Residential	Single Family Houses, Duplexes, Triplexes, Quadraplexes	Up to 40'
2	Moderate Density Residential	Single Family Houses, Duplex, Triplex, Quadraplex	Up to 50'
3	Low Intensity Office/Residential	Single Family Houses, Vertical Mixed Use	Up to 50'
4	Transit Supportive Uses – Predominately Residential	Vertical Mixed Use, Single Family Houses, Duplex, Triplex, Quadraplex	Up to 60'
5	Transit Supportive Uses	Vertical and Horizontal Mixed Use, Retail	Up to 50'
6	Transit Supportive Uses	Vertical and Horizontal Mixed Use, Retail	Established by Ordinance Requirements
7	Low Intensity Office/Retail/Single Family Homes	Vertical and Horizontal Mixed Use, Retail	Up to 50'
8	Manufacturing, Storage, Distribution-Shipment, Office, Retail, Truck Transport	Industrial, Manufacturing, Warehouse	Up to 50'
9	Civic/Institutional	Schools, Government Offices, Museums, Community Centers	Up to 40'
10	Open Space/Park/Recreation	Open Space, Passive and Active Recreation	Up to 40'

Subdistricts shown in gray are not recommended for this station area.

Blue Line Extension Transit Station Area Plan

DRAFT

Charlotte-Mecklenburg Planning Department

CONCEPT PLAN

## CONCEPT PLAN

# Land Use and Key Community Design Policies

DRAFT

33

## SUGAR CREEK TRANSIT STATION AREA

### Map 12: CONCEPT MAP

Urban Station



#### Sugar Creek Development Concept

**Map 12: Concept Map**, illustrates the recommended development pattern for the plan area. As illustrated, opportunities for more intense, transit supportive development are recommended for almost the entire station area, with the exception of the Howie Acres neighborhood and the industrial area just east of the North Tryon/Sugar Creek roads intersection. Howie Acres is expected to remain predominantly low density residential while parcels at the edge fronting Eastway Drive remain small scale neighborhood serving office and retail. This development pattern will be supported by accessibility improvements including a greenway expansion a multi-use trail and new street connections throughout the plan area.



Photos shown are examples of the Concept Map's recommended pattern of development and preservation for the Sugar Creek Station plan area.

Blue Line Extension Transit Station Area Plan

CONCEPT PLAN

Charlotte-Mecklenburg Planning Department

DRAFT

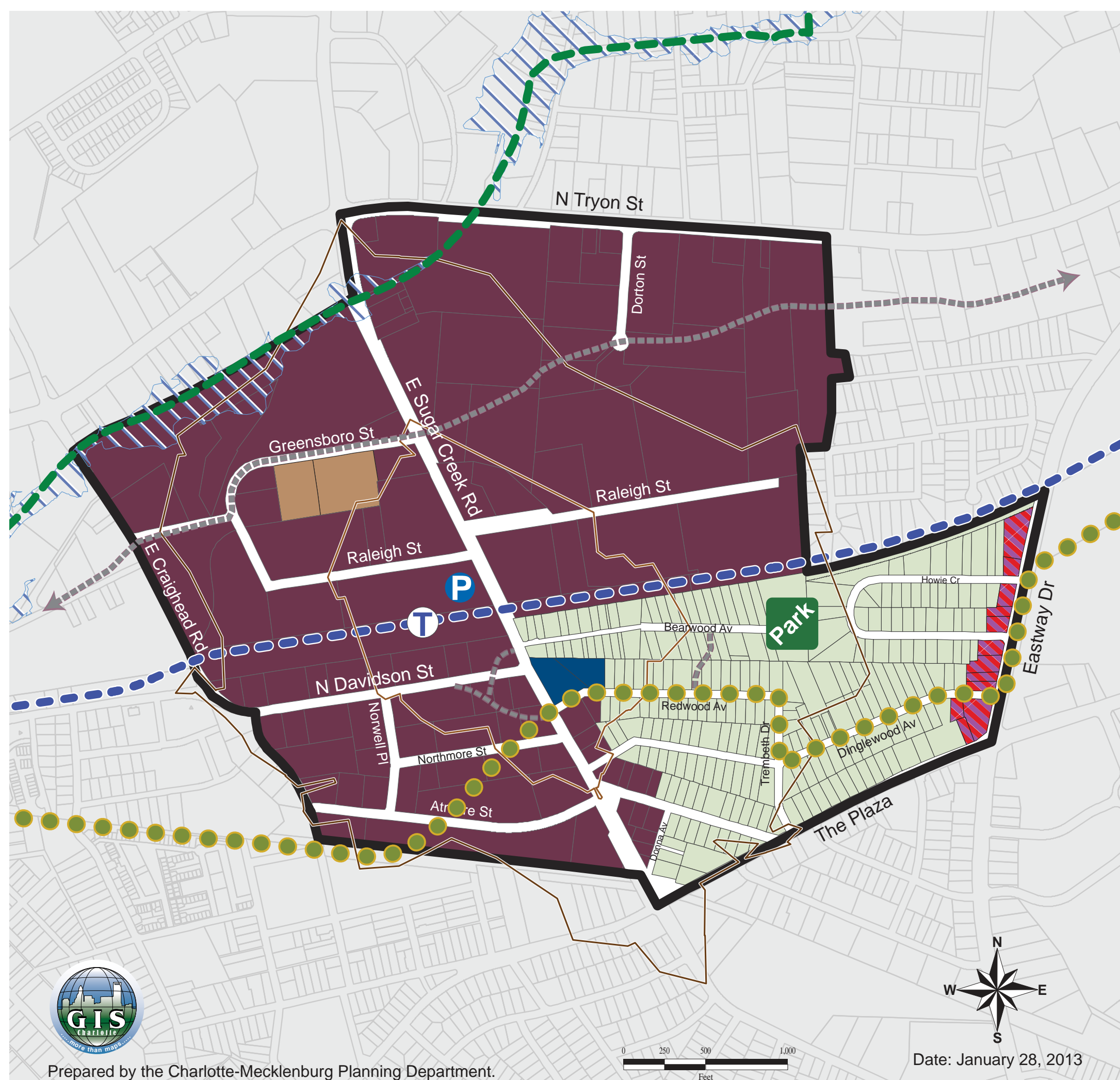
DRAFT

34

## SUGAR CREEK TRANSIT STATION AREA

### Map 13: DEVELOPMENT PLAN

Urban Station



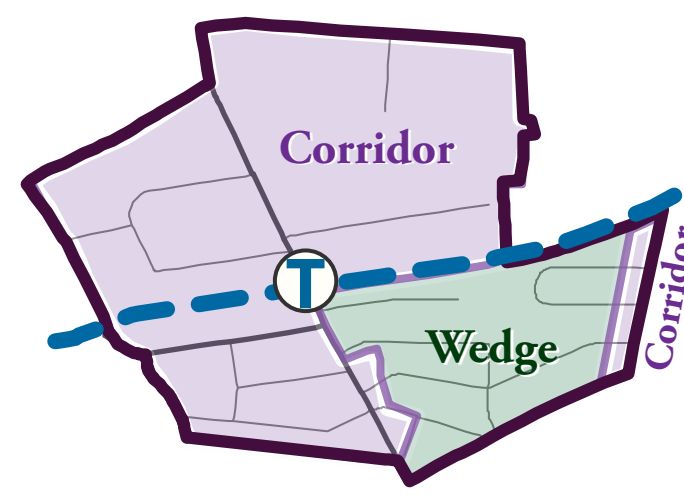
#### Sugar Creek Land Use and Community Design

This section sets forth land use and community design recommendations for the Sugar Creek plan area. An overview of the proposed street network is also included.

The 378 acre area is divided into three distinct areas within the Northeast Growth Corridor;

- Transit Station Area** the portion of the Northeast **Growth Corridor** between North Tryon Street, Sugar Creek Road and the rail line where the existing land uses are nonresidential;
- General Corridor** the existing industrial land use between Sugar Creek Road, the Little Sugar Creek and Greensboro and Raleigh streets;
- Established Neighborhood Area** the Howie Acres neighborhood.

The land use recommendations are shown on **Map 13: Development Plan**. The recommendations, described on the following page, are also cross-referenced using the item numbers in the Implementation section of this plan.



Blue Line Extension Transit Station Area Plan

DRAFT

Charlotte-Mecklenburg Planning Department

CONCEPT PLAN

DRAFT

35

## Sugar Creek Transit Station Area

The Transit Station Area encompasses (acreage figure). The station's location near industrial and undeveloped or underdeveloped parcels of significant size make redevelopment more likely in the short term. The recommendations in this section support this redevelopment, while protecting the existing Howie Acres neighborhood.

### Land Use & Key Community Design Policies

- Promote a mix of transit-supportive land uses (residential, office, retail, civic/institutional, park and open space) through new development and redevelopment.
  - Encourage preservation of historic properties including the Zion Primitive Baptist Church.
  - Ensure that scale and massing of new development/redevelopment is sensitive to historic properties, the Zion Primitive Baptist Church and the Howie Acres neighborhood scale and character.
  - While not discouraged, transit supportive opportunities for residential development will have limited opportunities, especially given the infrastructure challenges that will exist. Development/redevelopment is more likely to be employment based.
- A portion of the Transit Station Area is located within the FEMA 100-year floodplain for Little Sugar Creek with predominantly residential and park uses. Where appropriate, greenway dedication should be made. Parcels that redevelop are appropriate for industrial/warehouse land uses.
- Provide active ground floor non-residential uses, such as retail or office, along the east side of East Sugar Creek Road and south side of North Tryon Street, from East Sugar Creek Road to just south of Dorton Street. To be most accessible to transit users, design these ground floor uses to include clear glass windows and doors and entrances that front on and connect to the sidewalk.

## General Corridor Area

The \_\_\_ acre existing industrial land uses between Sugar Creek Road, Little Sugar Creek and Greensboro and Raleigh streets are expected to remain as such.

- Promote small scale neighborhood serving office and retail along the frontage of Eastway Drive. Many of the existing non-residential uses are located in single-family structures. This character of development should be retained as development or redevelopment occurs.

## Established Neighborhood Area

The Established Neighborhood Area encompasses \_\_\_ acres and is the Howie Acres, a low density residential neighborhood.

### Land Use & Key Community Design Policies

- Maintain the low density residential uses of the Howie Acres neighborhood at up to 8 dwelling units per acre, consistent with existing land use and zoning.

Blue Line Extension Transit Station Area Plan

CONCEPT PLAN

Charlotte-Mecklenburg Planning Department

DRAFT

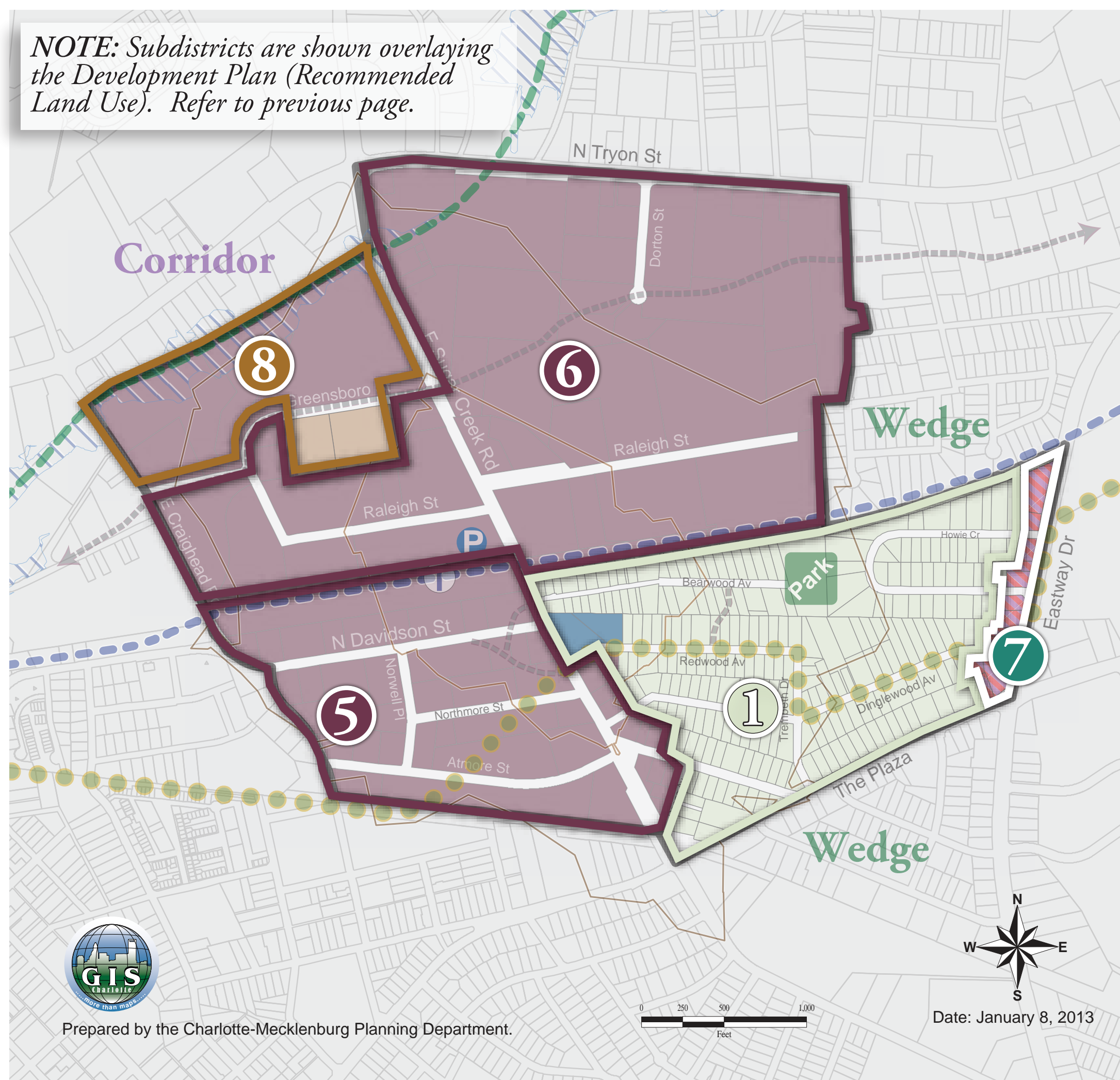
DRAFT

36

## SUGAR CREEK TRANSIT STATION AREA

### Map 14: STRUCTURE PLAN

Urban Station



SUBDISTRICTS			
Subdistrict	Desired Uses	Typical Building Types	Desired Height
1	Low Density Residential	Single Family Houses, Duplexes, Triplexes, Quadplexes	Up to 40'
2	Moderate Density Residential	Single Family Houses, Duplex, Triplex, Quadplex	Up to 50'
3	Low Intensity Office/Residential	Single Family Houses, Vertical Mixed Use	Up to 50'
4	Transit Supportive Uses – Predominately Residential	Vertical Mixed Use, Single Family Houses, Duplex, Triplex, Quadplex	Up to 60'
5	Transit Supportive Uses	Vertical and Horizontal Mixed Use, Retail	Up to 50'
6	Transit Supportive Uses	Vertical and Horizontal Mixed Use, Retail	Established by Ordinance Requirements
7	Low Intensity Office/Retail/Single Family Homes	Vertical and Horizontal Mixed Use, Retail	Up to 50'
8	Manufacturing, Storage, Distribution-Shipment, Office, Retail, Truck Transport	Industrial, Manufacturing, Warehouse	Up to 50'
9	Civic/Institutional	Schools, Government Offices, Museums, Community Centers	Up to 40'
10	Open Space/Park/Recreation	Open Space, Passive and Active Recreation	Up to 40'

Subdistricts shown in gray are not recommended for this station area.

Blue Line Extension Transit Station Area Plan

DRAFT

Charlotte-Mecklenburg Planning Department

CONCEPT PLAN

# Land Use and Key Community Design Policies

DRAFT

37

## OLD CONCORD ROAD TRANSIT STATION AREA

Map 15: CONCEPT MAP

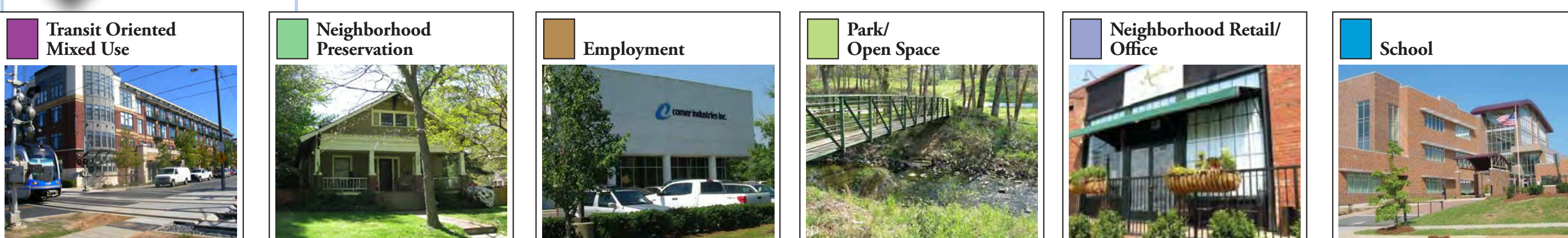
■ Suburban Station



### Old Concord Road Development Concept

**Map 15: Concept Map**, illustrates the recommended development pattern for the plan area. As illustrated, the area immediately surrounding the transit station and accompanying LYNX Park and Ride are expected to have opportunities for more intense mixed-use development while the employment area along Old Concord and Orr roads and the predominantly low density residential area near Eastway Drive and Dawn Circle are expected to remain as such. Similarly, Eastway Park and Martin Luther King Middle School are expected to remain. There is a multi-use trail that is expected to develop and traverse Eastway Park, then paralleling the BLE.

Photos shown are examples of the Concept Map's recommended pattern of development and preservation for the Old Concord Road Station plan area.



Blue Line Extension Transit Station Area Plan

CONCEPT PLAN

Charlotte-Mecklenburg Planning Department

DRAFT

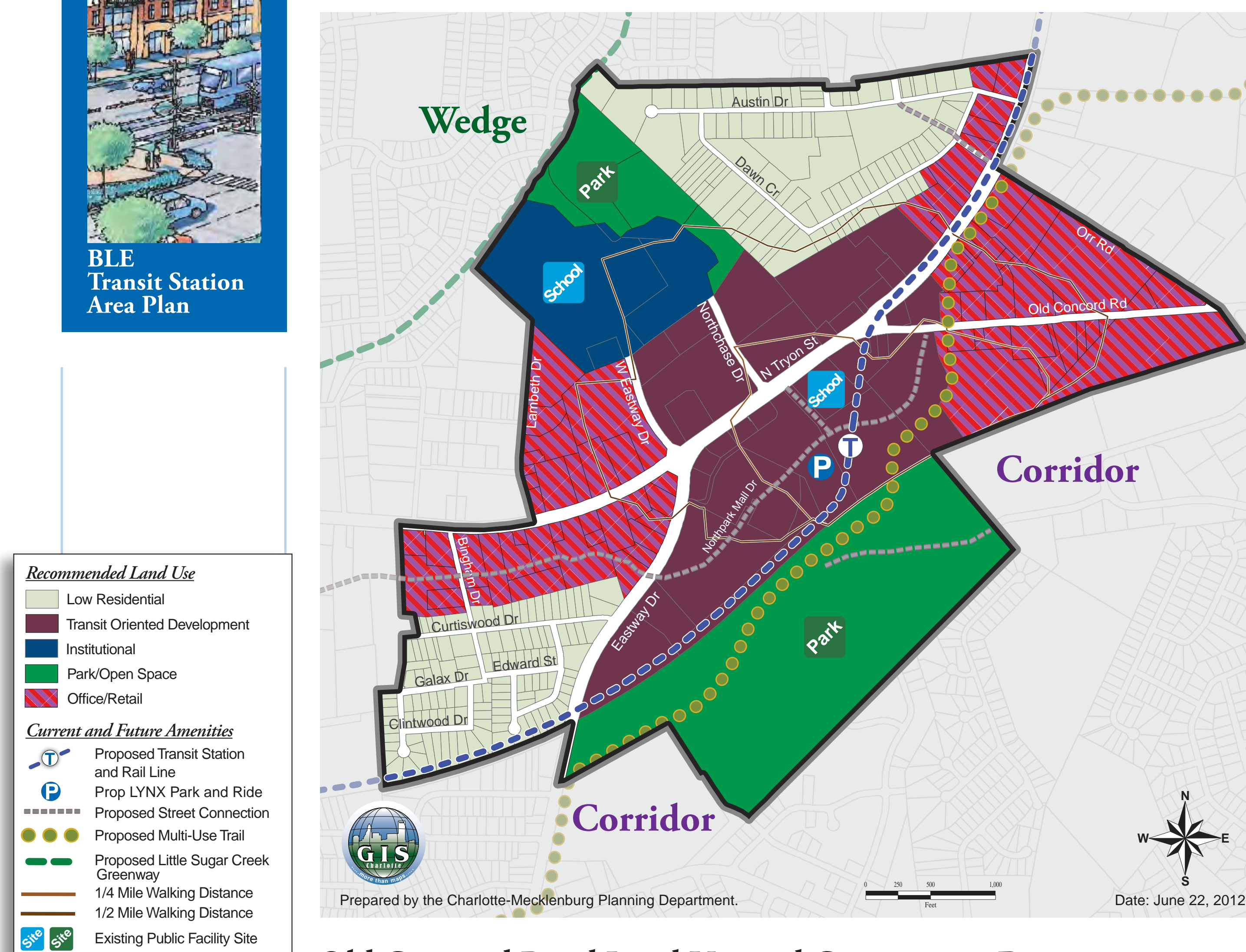
DRAFT

38

## OLD CONCORD ROAD TRANSIT STATION AREA

Map 16: DEVELOPMENT PLAN

■ Suburban Station



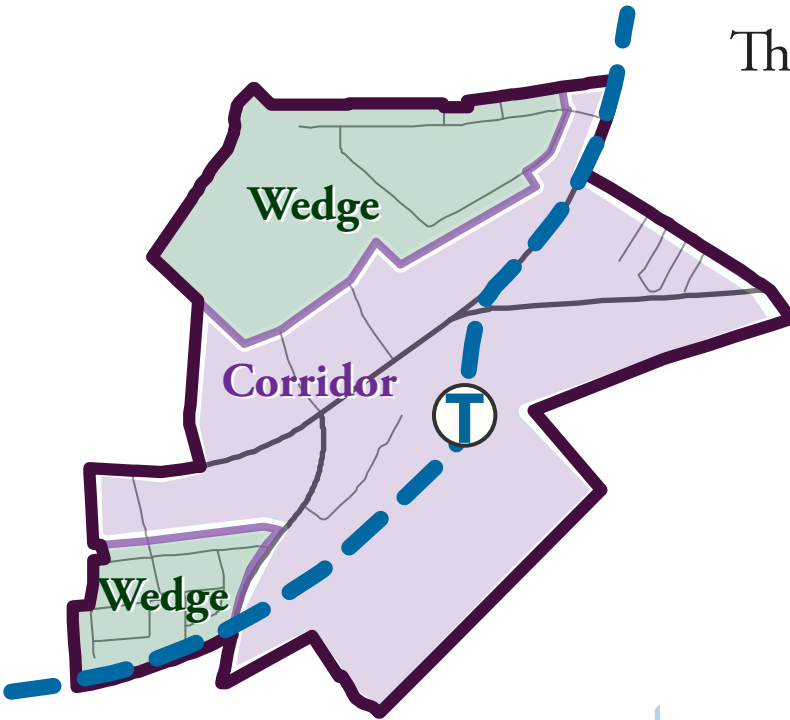
### Old Concord Road Land Use and Community Design

This section sets forth land use and community design recommendations for the Old Concord Road plan area. An overview of the proposed street network is also included.

The 524 acre area is divided into three distinct areas;

- **Transit Station Area**  
the portion of the Northeast **Growth Corridor** that surrounds the Old Concord Road transit station and its accompanying LYNX Park and Ride;
- **General Corridor**  
the predominantly employment based, nonresidential areas between Eastway Drive and Lambeth Lane and the Old Concord and Orr roads area;
- **Wedge Neighborhood Area**  
the existing low density residential neighborhoods around Dawn Circle and Austin Drive and the Curtiswood Drive area, off Eastway Drive.

The land use recommendations are shown on **Map 16: Development Plan**. The recommendations, described on the following page, are also cross-referenced using the item numbers in the Implementation section of this plan.



Blue Line Extension Transit Station Area Plan

DRAFT

Charlotte-Mecklenburg Planning Department

CONCEPT PLAN

DRAFT

39

## Old Concord Road Transit Station Area

The Transit Station Area encompasses a large part of this geography includes a large LYNX Park and Ride component, existing established neighborhoods, schools, employment and a community park. These plan policies promote transit-supportive uses closest to the core of the station area while protecting and enhancing connections to existing civic uses and established neighborhoods.

### Land Use & Key Community Design Policies

- Promote a mix of transit-supportive land uses (residential, retail, civic/institutional, park and open space) within the Transit Station Area.
  - Ensure that scale and massing of new development/redevelopment is sensitive to existing neighborhood-scale retail and established neighborhoods.
- L-1. Provide connections to Eastway Park where possible.
- L-2. Provide a connection between the future greenway and multiuse trail near Old Concord and Orr roads.

## General Corridor Area

The existing employment based, non-residential areas between Eastway Drive, Lambeth Lane and Orr and Old Concord roads are expected to remain.

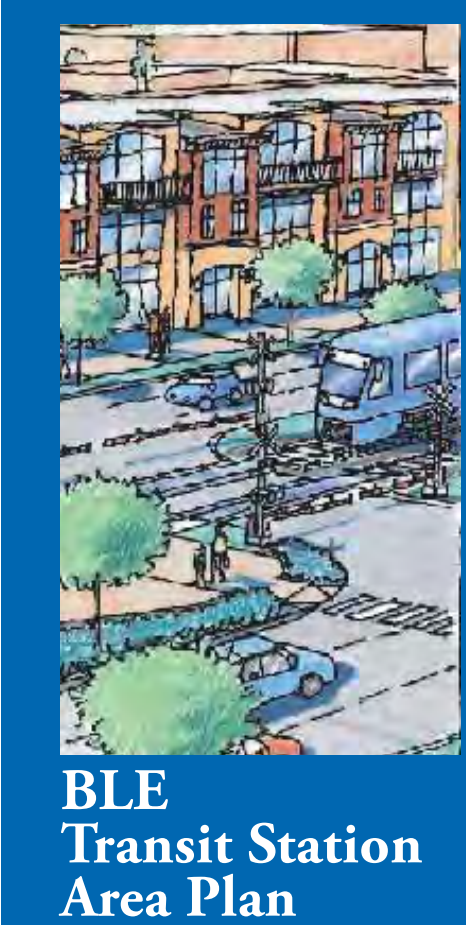
- L-3. Provide neighborhood retail/office uses along Tryon Street and Eastway Drive.
- L-4. Office/retail uses are appropriate along Old Concord Road.

## Wedge Neighborhood Area

The Wedge areas include the existing low density residential neighborhoods around Dawn Circle and Austin Drive and the Curtiswood Drive area, off Eastway Drive. These neighborhoods are expected to remain and should be protected and preserved.

### Land Use & Key Community Design Policies

- L-5. Maintain the low density residential neighborhoods at density up to 4 dwelling units per acre, consistent with existing land use and zoning.



Concept Plan Framework for Development



Blue Line Extension Transit Station Area Plan

CONCEPT PLAN

Charlotte-Mecklenburg Planning Department

DRAFT

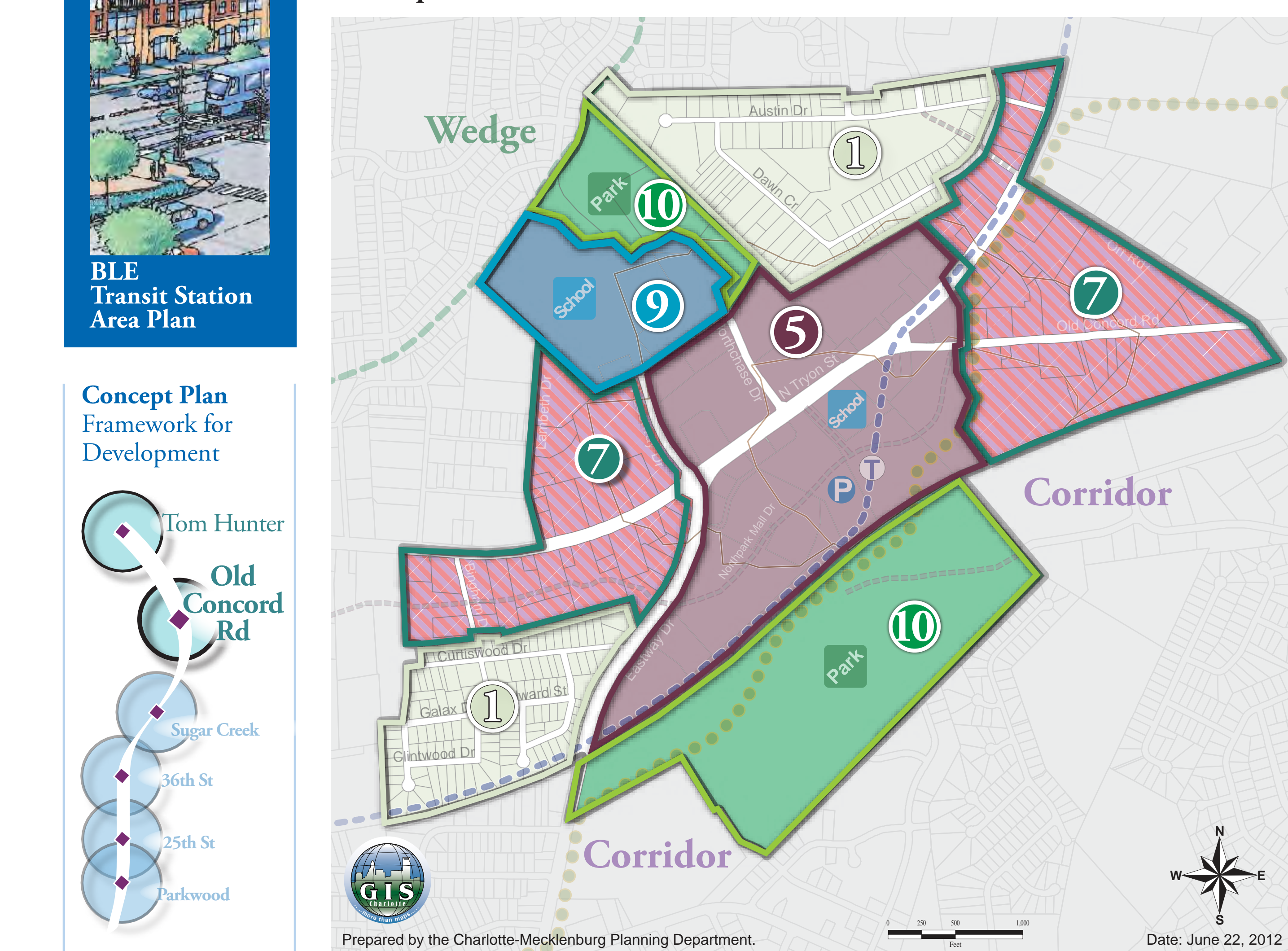
DRAFT

40

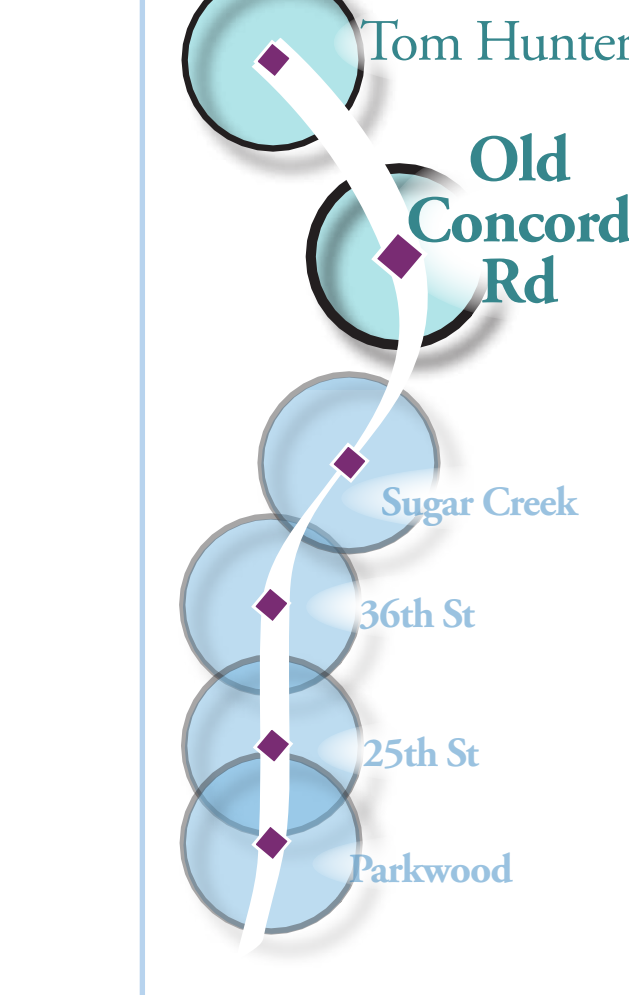
## OLD CONCORD ROAD TRANSIT STATION AREA

Map 17: STRUCTURE PLAN

■ Suburban Station



Concept Plan Framework for Development



SUBDISTRICTS			
Subdistrict	Desired Uses	Typical Building Types	Desired Height
1	Low Density Residential	Single Family Houses, Duplexes, Triplexes, Quadplexes	Up to 40'
2	Moderate Density Residential	Single Family Houses, Duplex, Triplex, Quadplex	Up to 50'
3	Low Intensity Office/Residential	Single Family Houses, Vertical Mixed Use	Up to 50'
4	Transit Supportive Uses – Predominately Residential	Vertical Mixed Use, Single Family Houses, Duplex, Triplex, Quadplex	Up to 60'
5	Transit Supportive Uses	Vertical and Horizontal Mixed Use, Retail	Up to 50'
6	Transit Supportive Uses	Vertical and Horizontal Mixed Use, Retail	Established by Ordinance Requirements
7	Low Intensity Office/Retail/Single Family Homes	Vertical and Horizontal Mixed Use, Retail	Up to 50'
8	Manufacturing, Storage, Distribution-Shipments, Office, Retail, Truck Transport	Industrial, Manufacturing, Warehouse	Up to 50'
9	Civic/Institutional	Schools, Government Offices, Museums, Community Centers	Up to 40'
10	Open Space/Park/Recreation	Open Space, Passive and Active Recreation	Up to 40'

Subdistricts shown in gray are not recommended for this station area.

Blue Line Extension Transit Station Area Plan

DRAFT

Charlotte-Mecklenburg Planning Department

CONCEPT PLAN

# Land Use and Key Community Design Policies

DRAFT

41

## TOM HUNTER TRANSIT STATION AREA

### Map 18: CONCEPT MAP

■ Suburban Station



#### Tom Hunter Development Concept

**Map 18: Concept Map**, illustrates the recommended development pattern for the plan area. As illustrated, North Tryon Street is expected to have opportunities for more intense, mixed-use development, although the opportunities may be more long term and may transition over time. The employment area around Arrowhead Drive and low density residential neighborhoods near Tom Hunter Road and Gloryland Avenue are expected to remain.



Photos shown are examples of the Concept Map's recommended pattern of development and preservation for the Tom Hunter Station plan area.

Blue Line Extension Transit Station Area Plan

CONCEPT PLAN

Charlotte-Mecklenburg Planning Department

DRAFT

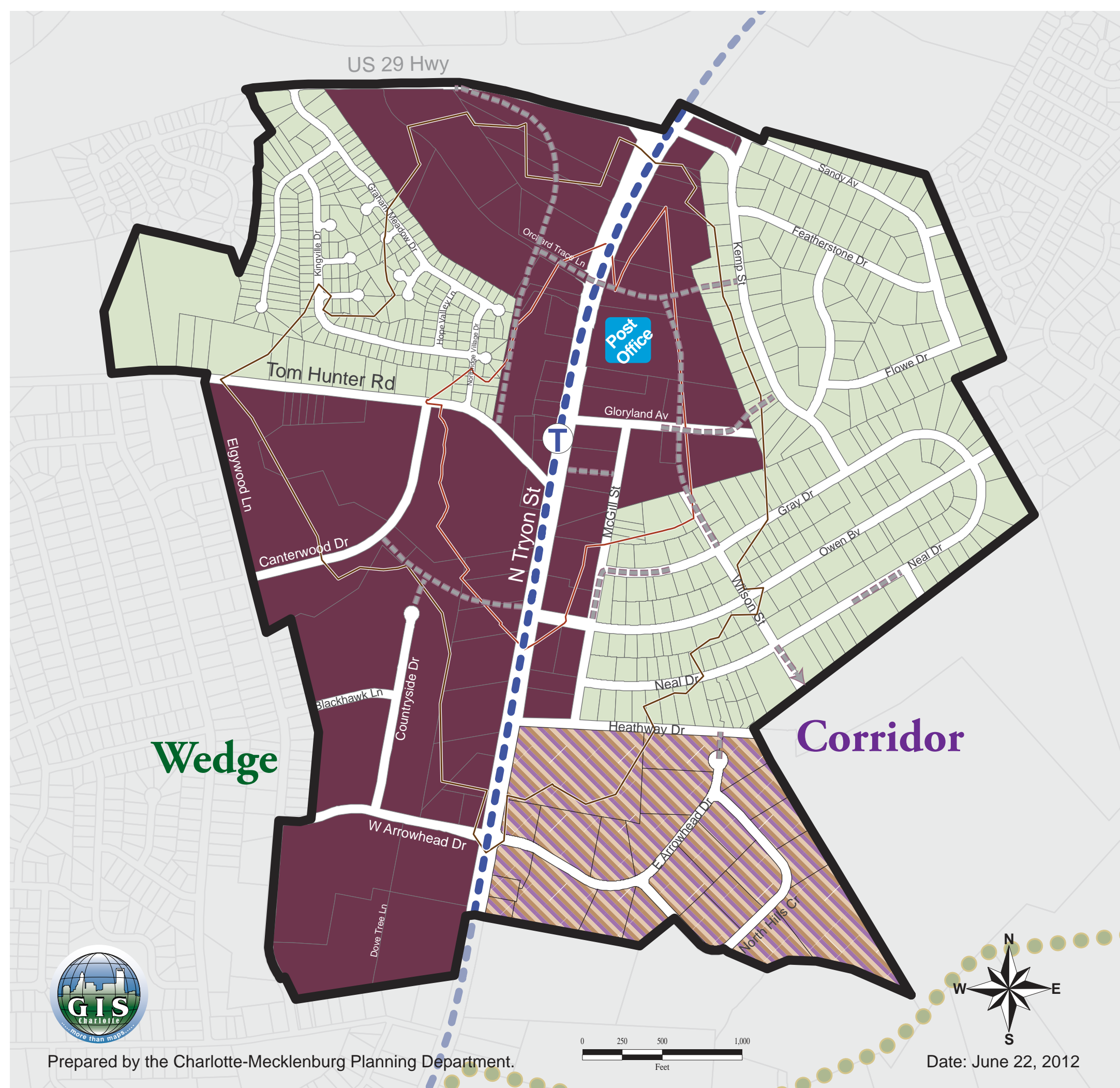
DRAFT

42

## TOM HUNTER TRANSIT STATION AREA

### Map 19: DEVELOPMENT PLAN

■ Suburban Station



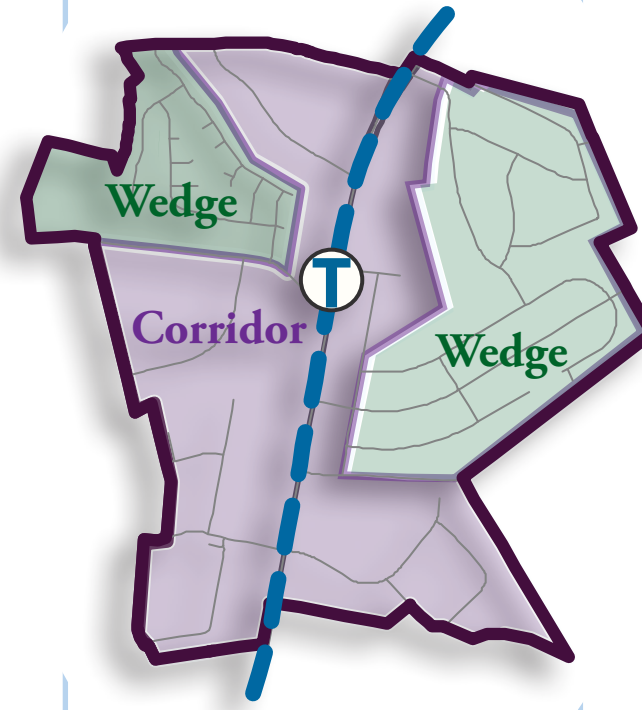
#### Tom Hunter Land Use and Community Design

This section sets forth land use and community design recommendations for the Tom Hunter plan area. An overview of the proposed street network is also included.

The \_\_\_ acre area is divided into three distinct districts;

- Transit Station Area**  
the portion of the Northeast **Growth Corridor** along North Tryon Street;
- General Corridor**  
the portion of the Northeast **Growth Corridor** south of Heathway Drive and east of North Tryon Street that is predominantly employment based land uses;
- Wedge Neighborhood Area**  
the portion of the Northeast **Growth Corridor** along Tom Hunter Road and Heathway Drive, McGill Street and Sandy Avenue.

The land use recommendations are shown on **Map 19: Development Plan**. The recommendations, described on the following page, are also cross referenced using the item numbers in the Implementation section of this plan.



Blue Line Extension Transit Station Area Plan

DRAFT

Charlotte-Mecklenburg Planning Department

CONCEPT PLAN

DRAFT

43

### Tom Hunter Transit Station Area

The Transit Station Area encompasses the portion of the study area along North Tryon Street. This station area has many existing auto-oriented retail uses and will likely transition to more intense, transit-oriented uses over time.

#### Land Use & Key Community Design Policies

L-1. Promote a mix of transit-supportive land uses (residential, office retail, civic/institutional, park and open space) within the Transit Station Area.

- Ensure that scale and massing of new development/redevelopment is sensitive to the existing low density residential neighborhoods

### General Corridor Area

The predominantly employment based area south of Heathway Drive and east of North Tryon Street is expected to remain as such.

#### Land Use & Key Community Design Policies

L-2. Office/Industrial-Warehouse-Distribution land uses area appropriate south of Heathway Drive and along East Arrowhead Drive and North Hills Court.

### Wedge Area

The Wedge portion of the study area includes the existing low density, single family residential neighborhoods along Tom Hunter Road and Heathway Drive, McGill Street and Sandy Avenue.

#### Land Use & Key Community Design Policies

L-3. Maintain the single family portion of the study area at up to 4 dwelling units per acre, consistent with existing land use and zoning.

Blue Line Extension Transit Station Area Plan

CONCEPT PLAN

Charlotte-Mecklenburg Planning Department

DRAFT

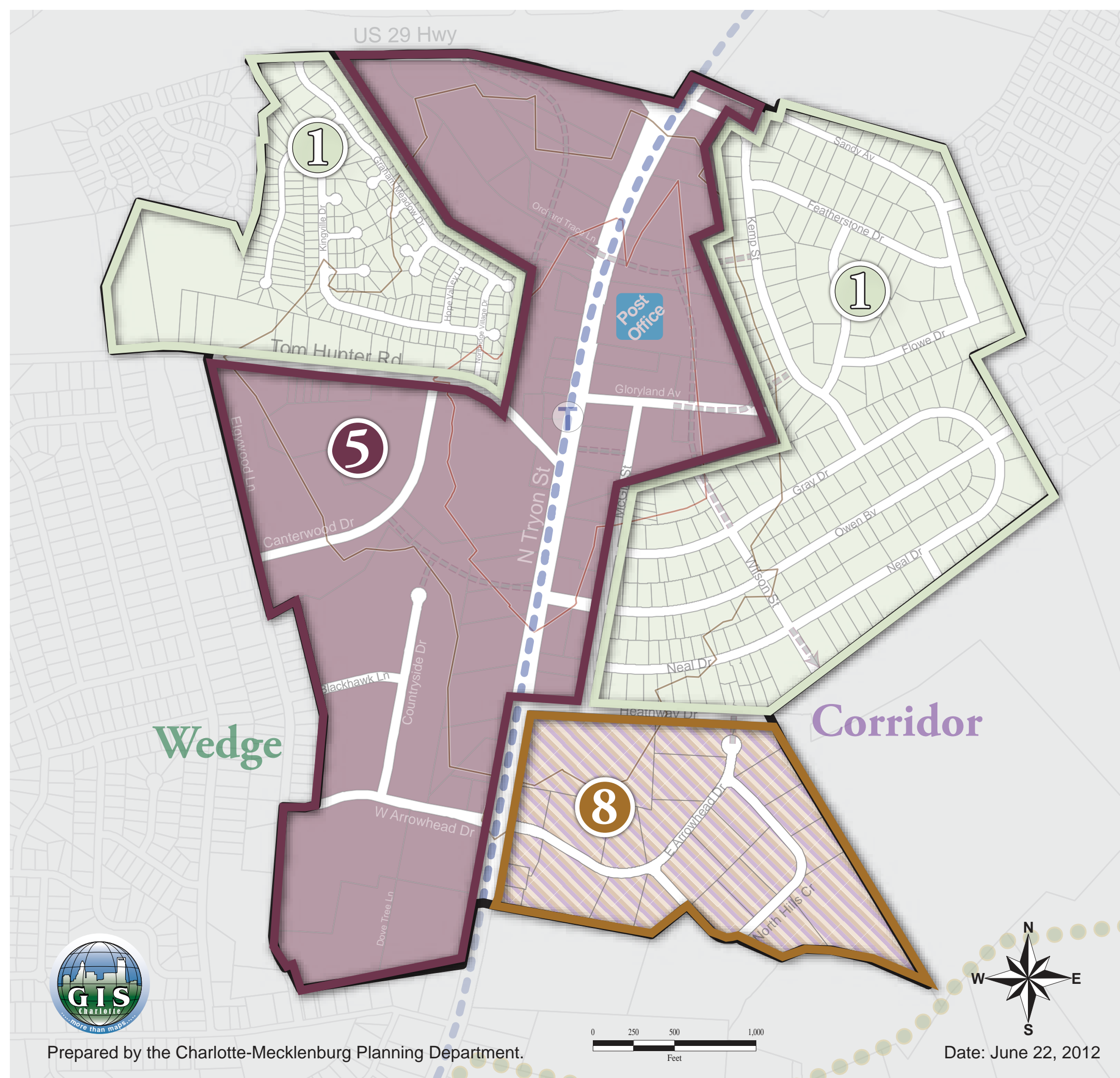
DRAFT

44

## TOM HUNTER TRANSIT STATION AREA

### Map 20: STRUCTURE PLAN

■ Suburban Station



SUBDISTRICTS			
Subdistrict	Desired Uses	Typical Building Types	Desired Height
1	Low Density Residential	Single Family Houses, Duplexes, Triplexes, Quadplexes	Up to 40'
2	Moderate Density Residential	Single Family Houses, Duplex, Triplex, Quadplex	Up to 50'
3	Low Intensity Office/Residential	Single Family Houses, Vertical Mixed Use	Up to 50'
4	Transit Supportive Uses – Predominately Residential	Vertical Mixed Use, Single Family Houses, Duplex, Triplex, Quadplex	Up to 60'
5	Transit Supportive Uses	Vertical and Horizontal Mixed Use, Retail	Up to 50'
6	Transit Supportive Uses	Vertical and Horizontal Mixed Use, Retail	Established by Ordinance Requirements
7	Low Intensity Office/Retail/Single Family Homes	Vertical and Horizontal Mixed Use, Retail	Up to 50'
8	Manufacturing, Storage, Distribution-Shipment, Office, Retail, Truck Transport	Industrial, Manufacturing, Warehouse	Up to 50'
9	Civic/Institutional	Schools, Government Offices, Museums, Community Centers	Up to 40'
10	Open Space/Park/Recreation	Open Space, Passive and Active Recreation	Up to 40'

Subdistricts shown in gray are not recommended for this station area.

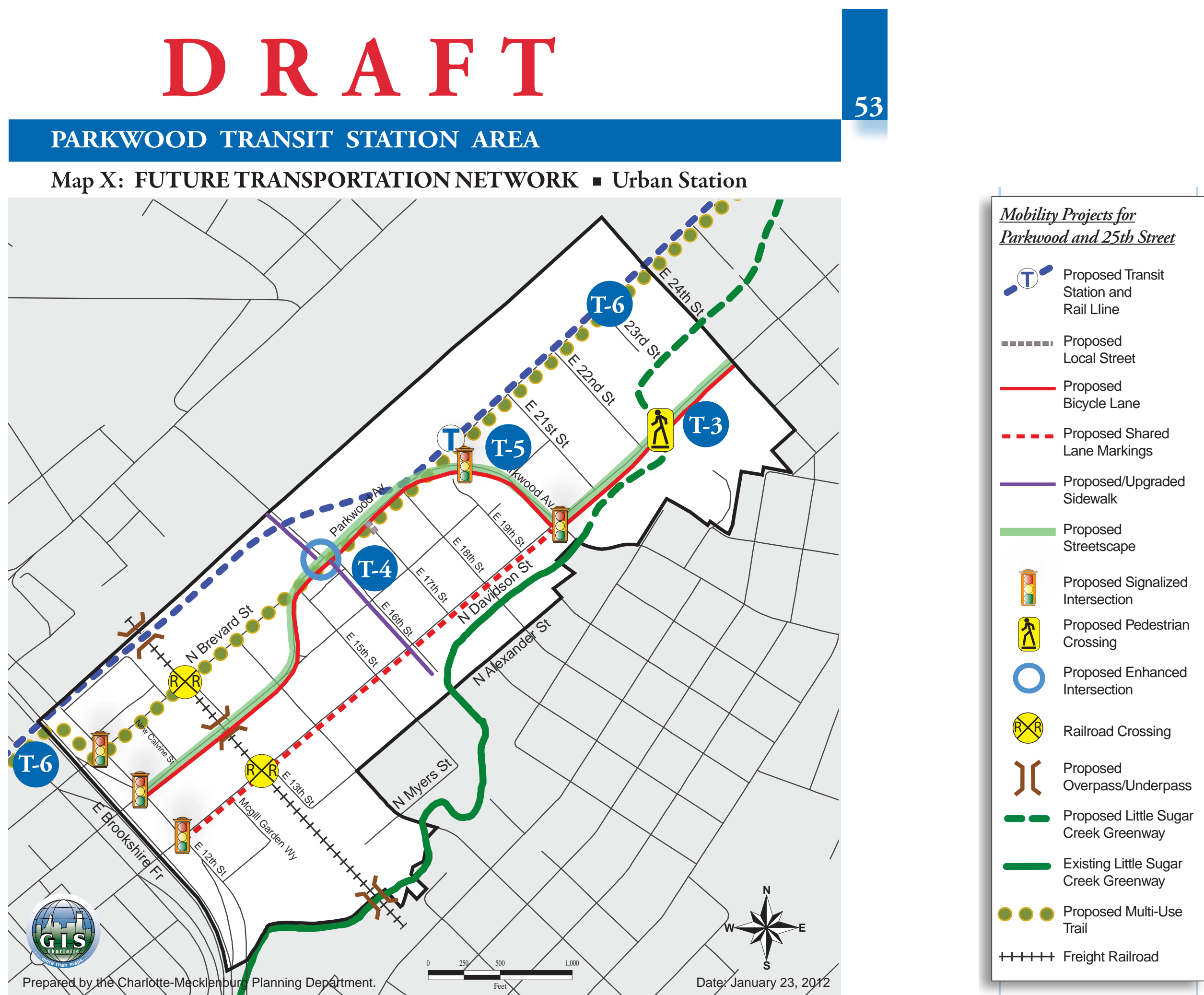
Blue Line Extension Transit Station Area Plan

DRAFT

Charlotte-Mecklenburg Planning Department

CONCEPT PLAN

# Transportation Policies



**Transportation Policies** This section outlines transportation recommendations addressing both proposed new streets and enhancements to existing streets to make them more attractive to pedestrians and bicyclists. These recommendations include future City-sponsored capital improvements, as well as improvements facilitated by private investment during the land development. The general location of these recommendations is shown for each station area. The recommendations are also cross-referenced to item numbers in *Volume 2: Implementation Guide* section of this plan.

## Street Network

**T-1 Develop a new parallel Avenue to North Tryon Street.** The existing street network provides fewer route choices northeast of 36th Street and away from Uptown than there are within the more urban network towards Uptown. An additional parallel route to North Tryon Street will offer an alternative route for local traffic, as development intensifies near each station. Running between 36th Street and Old Concord Road, this proposed Avenue links existing Philemon Avenue, Greensboro Street, and Northpark Mall Drive, creating a continuous parallel route to North Tryon Street.

**T-2 Provide new local street connections** in the Transit Station Areas to create smaller block structure supportive of denser development and pedestrian accessibility to the transit stations. Connections in areas recommended for Transit Supportive future land use are the highest priority, as these are needed to support higher density development, as well as provide more travel choices and enhanced access to the station. See also Supporting Street Network within the Future Land Use sections of each Station Area for a description of proposed streets.

**T-3 Transform key street corridors.** Strengthen business corridors and complement the stabilization of surrounding neighborhoods by enhancing the following street segments (\*denotes candidate for street conversion or “road diet”):

- Parkwood Avenue\* from North Caldwell Street to North Davidson Street (Parkwood Station Area);
- North Davidson Street from Parkwood Avenue to East 34th Street (Parkwood, 25th Street, and 36th Street Station Areas);
- Matheson Avenue\* from North Tryon Street to The Plaza (25th Street and 36th Street Station Areas);
- The Plaza from East Sugar Creek Road to The Plaza (Sugar Creek Station Area); and
- North Tryon Street from Sugar Creek Road to Old Concord Road (Sugar Creek and Old Concord Road Station Areas).

**T-4 Enhance key gateway intersections.** Provide a transition point or gateway to the station area, with traffic calming treatments and pedestrian crossing enhancements at the following intersections:

- Parkwood Avenue at East 16th Street (Parkwood Station Area);
- North Davidson Street at Jordan Place (25th Street Station Area);
- North Davidson Street at North Brevard Street (36th Street Station Area); and
- North Tryon Street at Sugar Creek Road (Sugar Creek Station Area).

**T-5 Add new signalized intersections.** The Blue Line Extension project will add several new signals at the following locations:

- Parkwood Avenue and North Brevard Street (Parkwood Station Area);
- North Tryon Street and Orr Road (Old Concord Station Area);
- North Tryon Street and Arrowhead Drive (Tom Hunter Station Area);
- North Tryon Street and Owen Boulevard (Tom Hunter Station Area); and
- North Tryon Street and Orchard Trace Lane (Tom Hunter Station Area); and
- East Sugar Creek Road and North Davidson Street (Sugar Creek Station Area).

## Bicycle and Pedestrian Network

**T-6 Develop a multi-use trail** linking Uptown and the University area via Station Areas. The Little Sugar Creek is physically constrained through the rail yards beneath the Matheson Avenue Bridge and disconnected from the NoDa neighborhood. The planned re-location of the AC&W railroad provides an opportunity to utilize a more accessible route. This route would connect to the Greenway along the creek southwest of Brevard Street, as well as continue along Brevard Street into Uptown, thereby serving both commuters and recreational users. The following strategies are recommended to create a seamless trail from Uptown and Little Sugar Creek to the University and Toby Creek:

- From the LYNX trail in Uptown to Brevard Street, construct a side path along 12th Street;
- From 12th Street to Parkwood Avenue, utilize Brevard Street as a signed bike route;
- Through Optimist Park, construct a buffered cycle track along Parkwood Avenue and North Brevard Street;
- Through NoDa, utilize the AC&W right-of-way as a Rail-to-Trail project;
- Through Howie Acres, add route signage, shared lane markings and park paths;
- Along Eastway Drive, construct a 10-foot minimum side path;
- Through Eastway Community Park, provide signage and shared lane markings;
- Construct a trail underpass of the NCRR between Eastway Community Park and the Old Concord Road station; and
- Northeast of the Old Concord Road Station, follow the planned Carolina Thread Trail to Toby Creek Greenway via North Tryon Street side path and off-road trails in Newell.

**T-7 Provide pedestrian crossings for the proposed trail.** The proposed Little Sugar Creek Greenway and Cross-Charlotte Multi-Use Trail cross Avenues and Local Streets in a number of places without any signal. These locations are recommended for a future pedestrian crossing. Treatments may include median refuge islands, curb extensions, raised crosswalks, or flashing beacons.

**T-8 Provide pedestrian crossings for station access.** There are some locations where pedestrian access to a station would be enhanced with a pedestrian crossing away from existing signalized intersections. These locations include North Davidson Street at 25th Street (25th Street Station), North Tryon Street at Dorton Street (Sugar Creek Station), and North Tryon Street at Crossroads School (Old Concord Road Station).

**T-9 Create bicycle lanes along Avenues** via street conversions and streetscape projects. A street conversion results in a reallocation of pavement via new pavement markings following a scheduled resurfacing. A streetscape project may include additional physical improvements to the street, such as curb extensions and medians.

**T-10 Add shared lane markings to Main Streets and physically constrained Avenues.** Main Streets provide a mixed travel environment for cyclists. Shared lane markings on Main Streets may help remind motorists to share the road. Avenues, on the other hand, ideally have bicycle lanes. However, where major redevelopment is largely not envisioned by the Plan, shared lane markings provide an opportunity to complete gaps in the thoroughfare bicycle network.

**T-11 Eliminate gaps within the sidewalk system.** Some streets in the Station Areas lack sidewalks. The City’s Sidewalk Program can help to address some of these gaps. Identified gaps on the following maps may first require verification of citizen support through a petition-based process prior to implementation.

DRAFT



BLE  
Transit Station  
Area Plan

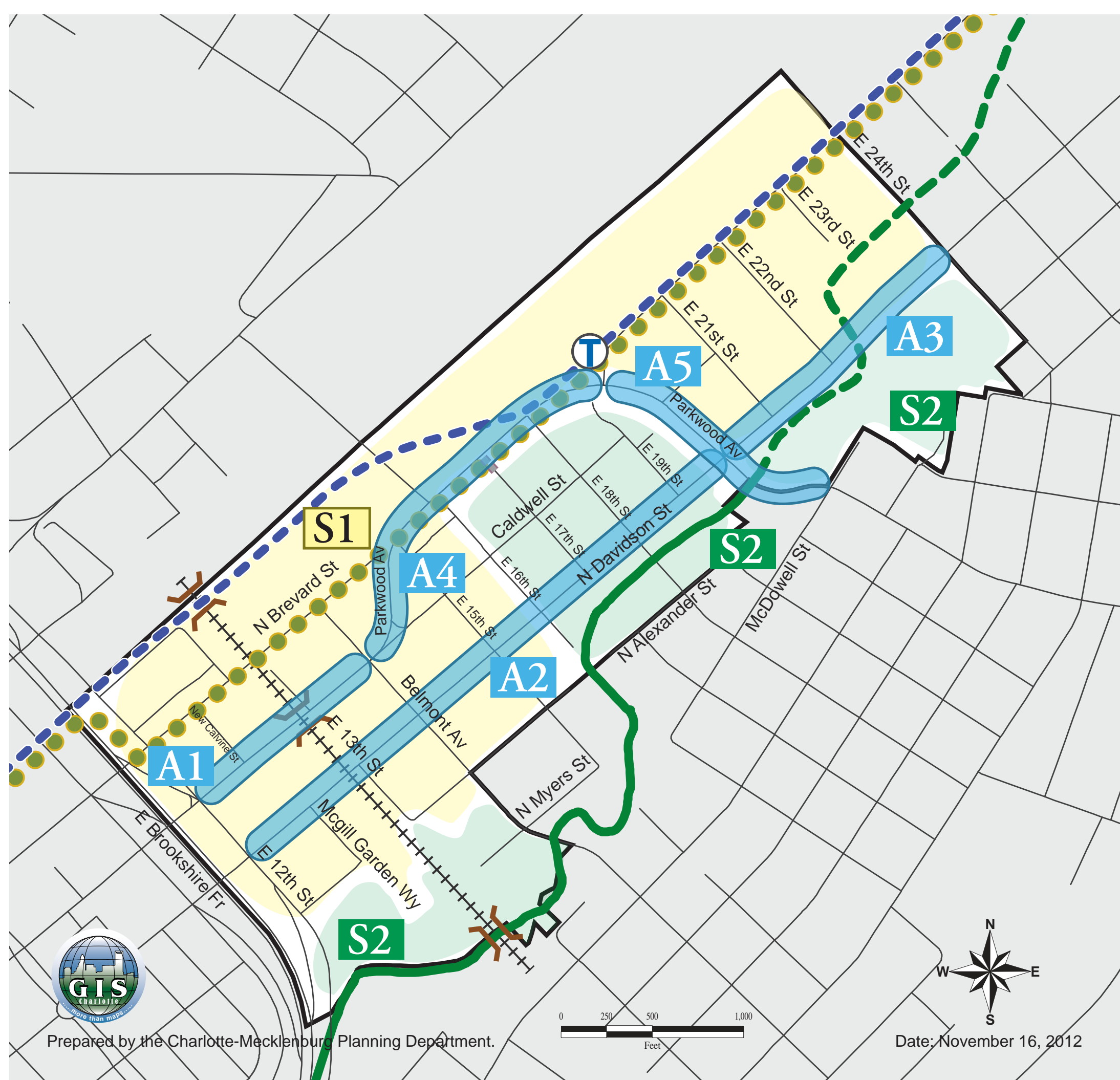
Concept Plan  
Transportation



PARKWOOD TRANSIT STATION AREA

Map X: CROSS-SECTION LOCATIONS

Urban Station



Parkwood Cross-Sections Locations

- Avenues
- A1 North Caldwell St (East 12th St to Belmont Ave)
  - A2 North Davidson St (E 12th St to Parkwood Av)
  - A3 North Davidson St (Parkwood Av to E 24th St)
  - A4 Parkwood Av (Belmont Ave to N Brevard St)
  - A5 Parkwood Av (N Brevard St to N McDowell St)
- Local Streets
- S1 Transit-Supportive/Mixed-Use Areas
  - S2 Low-Density Residential Areas

Blue Line Extension Transit Station Area Plan

DRAFT

Charlotte-Mecklenburg Planning Department

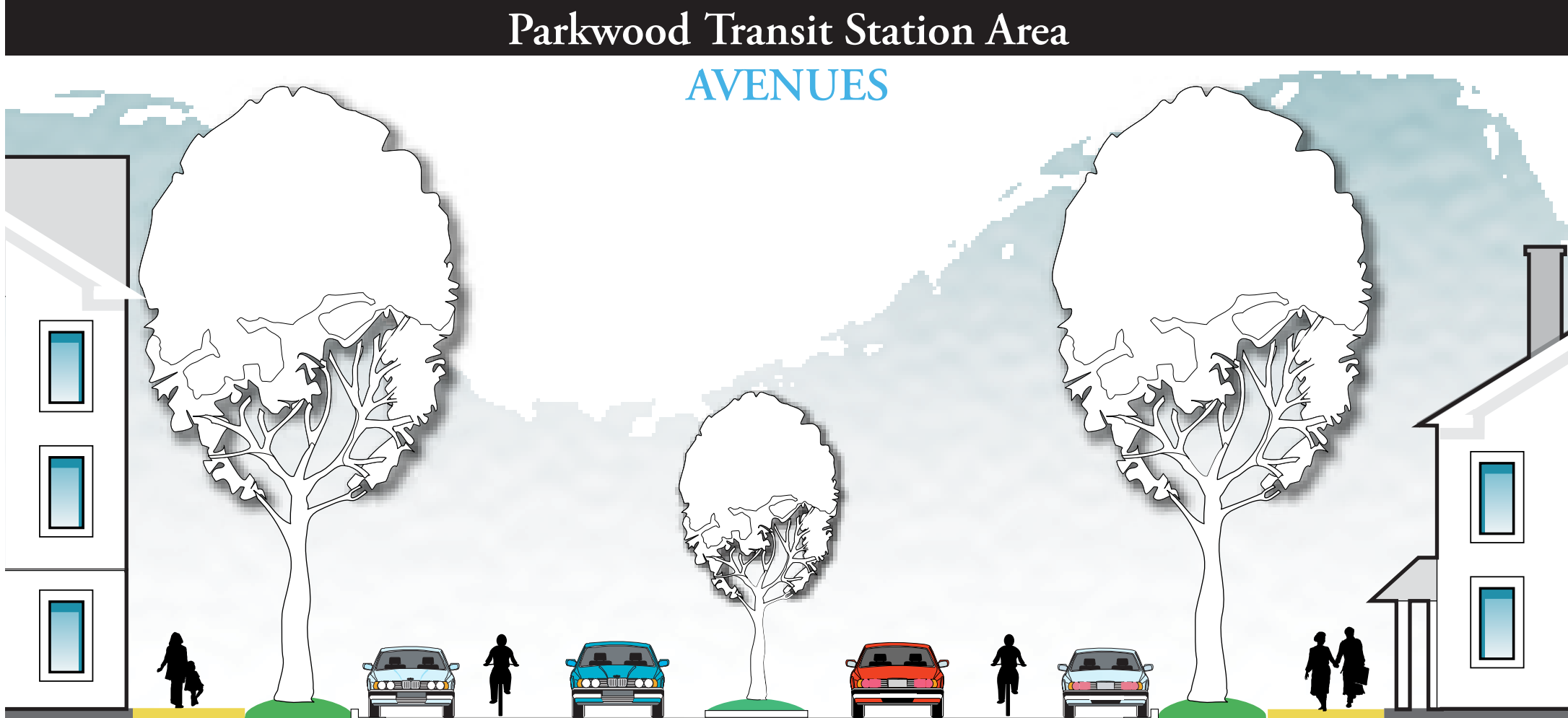
CONCEPT PLAN

DRAFT



BLE  
Transit Station  
Area Plan

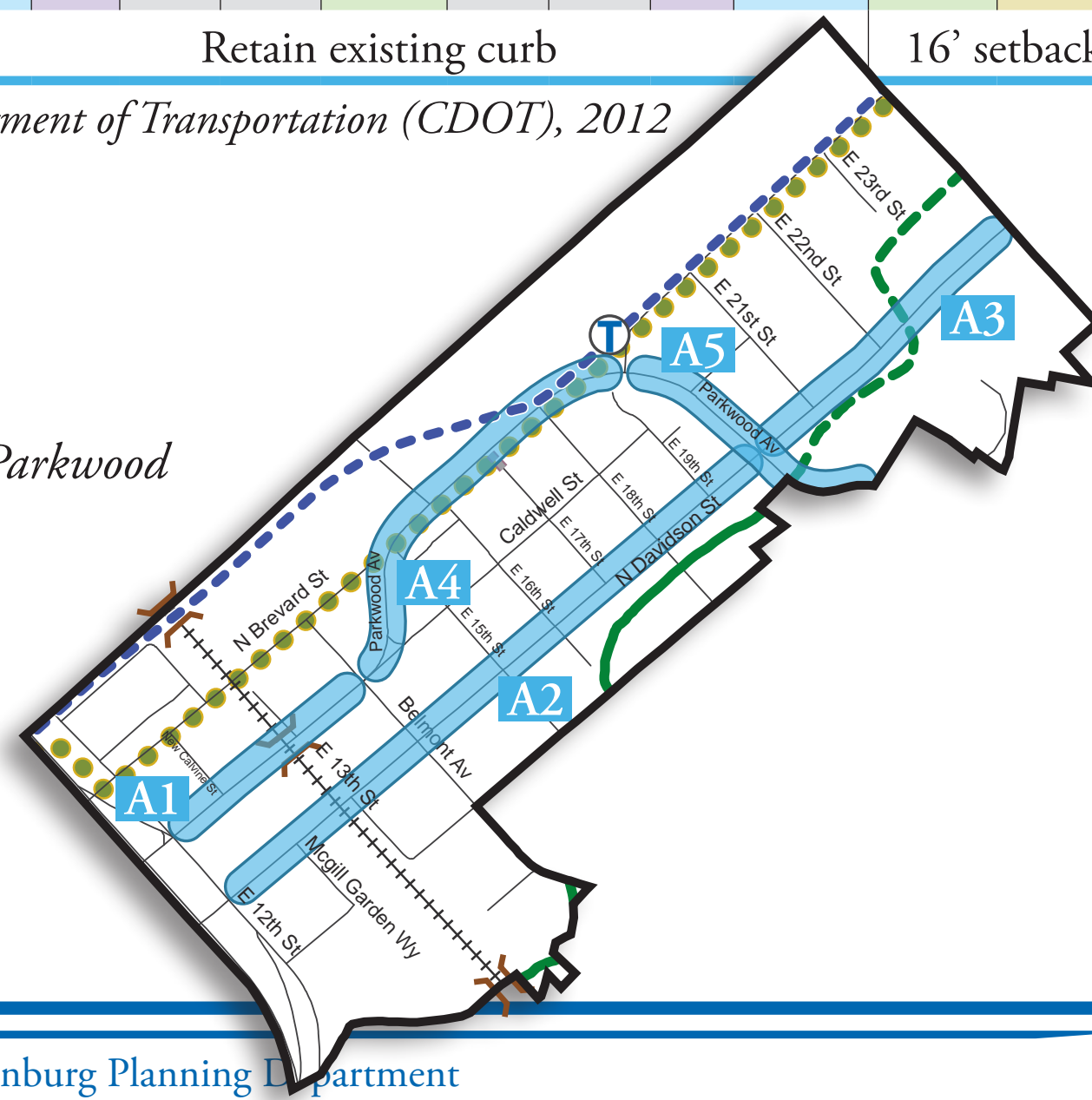
Concept Plan  
Transportation



	Sidewalk	Planting Strip	Parking	Bike Lane	Travel Lane	Median	Travel Lane	Bike Lane	Parking	Planting Strip	Sidewalk
A1: North Caldwell Street (East 12th Street to Belmont Avenue)											
	8'	8'	n/a	n/a	11'	11'	n/a	11'	11'	n/a	8'
16' setback		Retain existing curb								16' setback	
A2: North Davidson Street (East 12th Street to Parkwood Avenue)											
	8'	8'	n/a	n/a	12.5'	n/a	12.5'	n/a	n/a	8'	8'
16' setback		Retain existing curb								16' setback	
A3: North Davidson Street (Parkwood Avenue to East 24th Street)											
	8'	8'	8'*	5'	10'	n/a	10'	5'	n/a	Sidepath along Cordelia Park edge	
16' setback		*Option to widen for recessed parking								16' setback	
A4: Parkwood Avenue (Belmont Avenue to North McDowell Street)											
	12' multi-use path on NW side		n/a	n/a	11'	11'	n/a	11'	11'	n/a	8'
16' setback		Retain existing curb								16' setback	
A5: Parkwood Avenue (North Brevard Street to North McDowell Street)											
	8'	8'	n/a	n/a	11'	11'	n/a	11'	11'	n/a	8'
16' setback		Retain existing curb								16' setback	

Sources: Charlotte Department of Transportation (CDOT), 2012

Avenues within the Parkwood  
Transit Station Area



Blue Line Extension Transit Station Area Plan

CONCEPT PLAN

Charlotte-Mecklenburg Planning Department

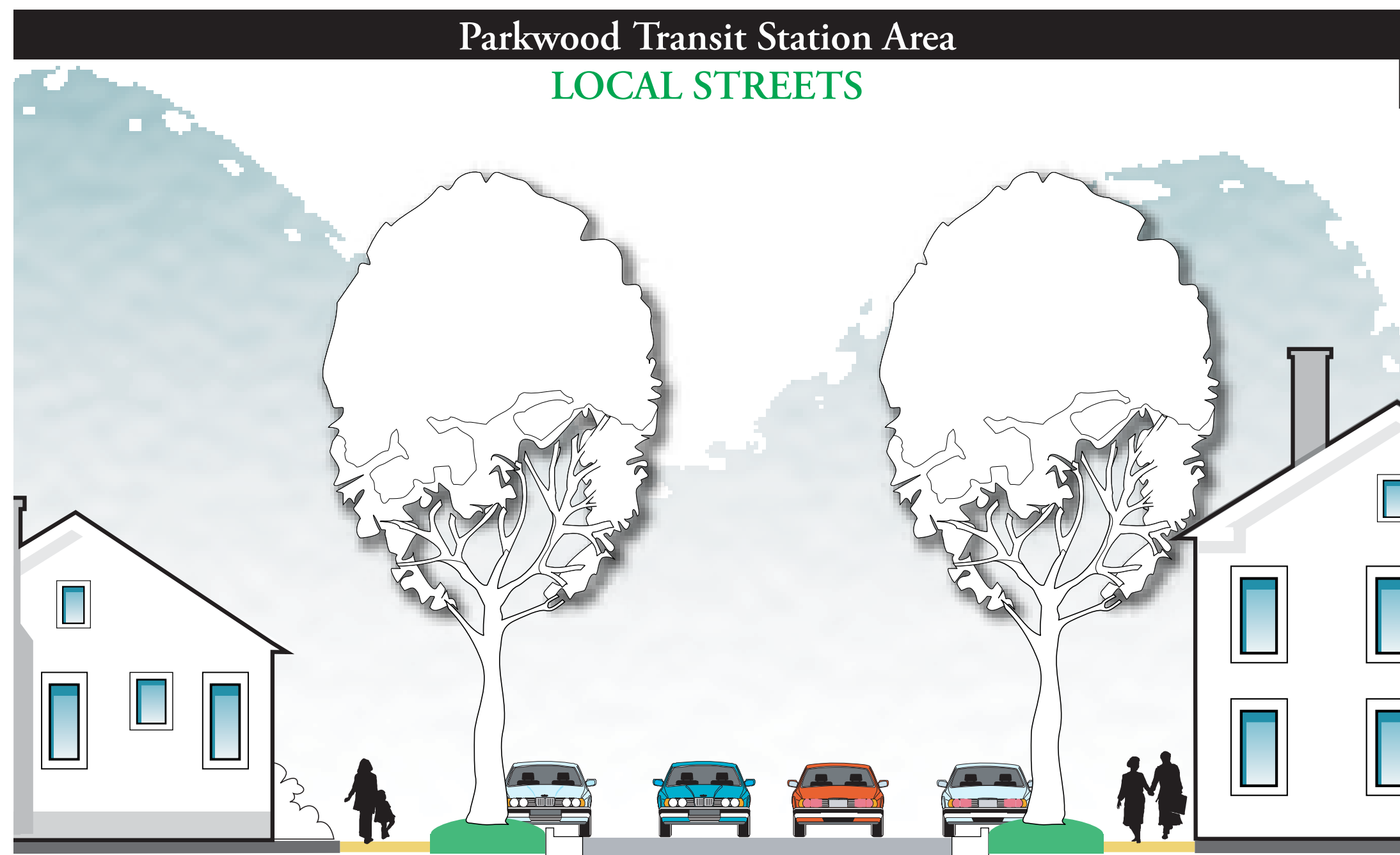
DRAFT

DRAFT



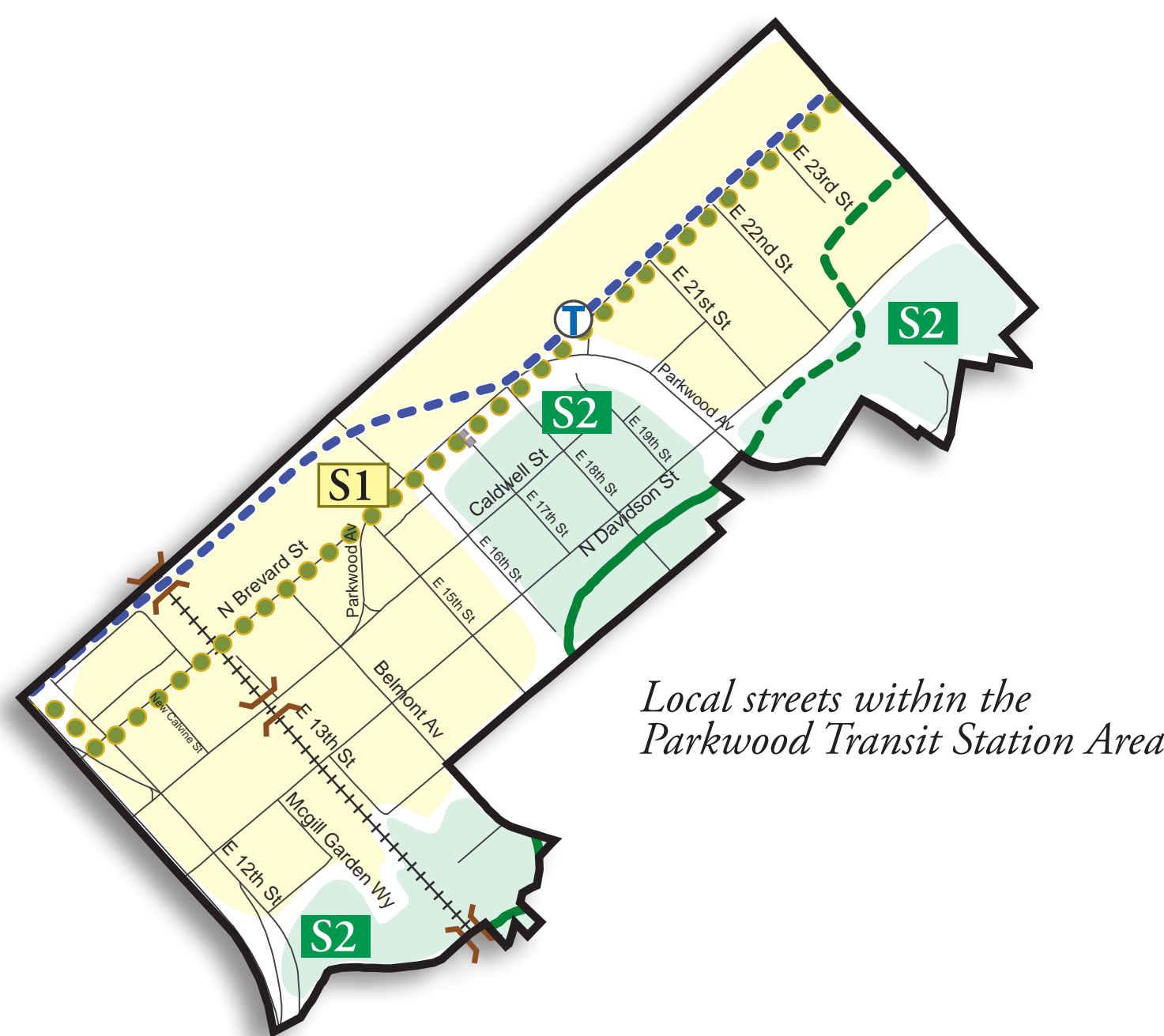
BLE  
Transit Station  
Area Plan

Concept Plan  
Transportation



Sidewalk	Planting strip	Parking	Mixed Travel Zone		Parking	Planting strip	Sidewalk
S1: Local Streets within Transit-Supportive/Mixed-Use Areas <i>(Various)</i>							
8'	8'	7'	20'	7'	8'	8'	
16' setback		Option for recessed parking (35')				16' setback	
S2: Local Streets within Low-Density Residential Areas <i>(Various)</i>							
			Yield Flow				
Per Ordinance requirements							

Sources: Charlotte Department of Transportation (CDOT), 2012



Local streets within the  
Parkwood Transit Station Area

Blue Line Extension Transit Station Area Plan

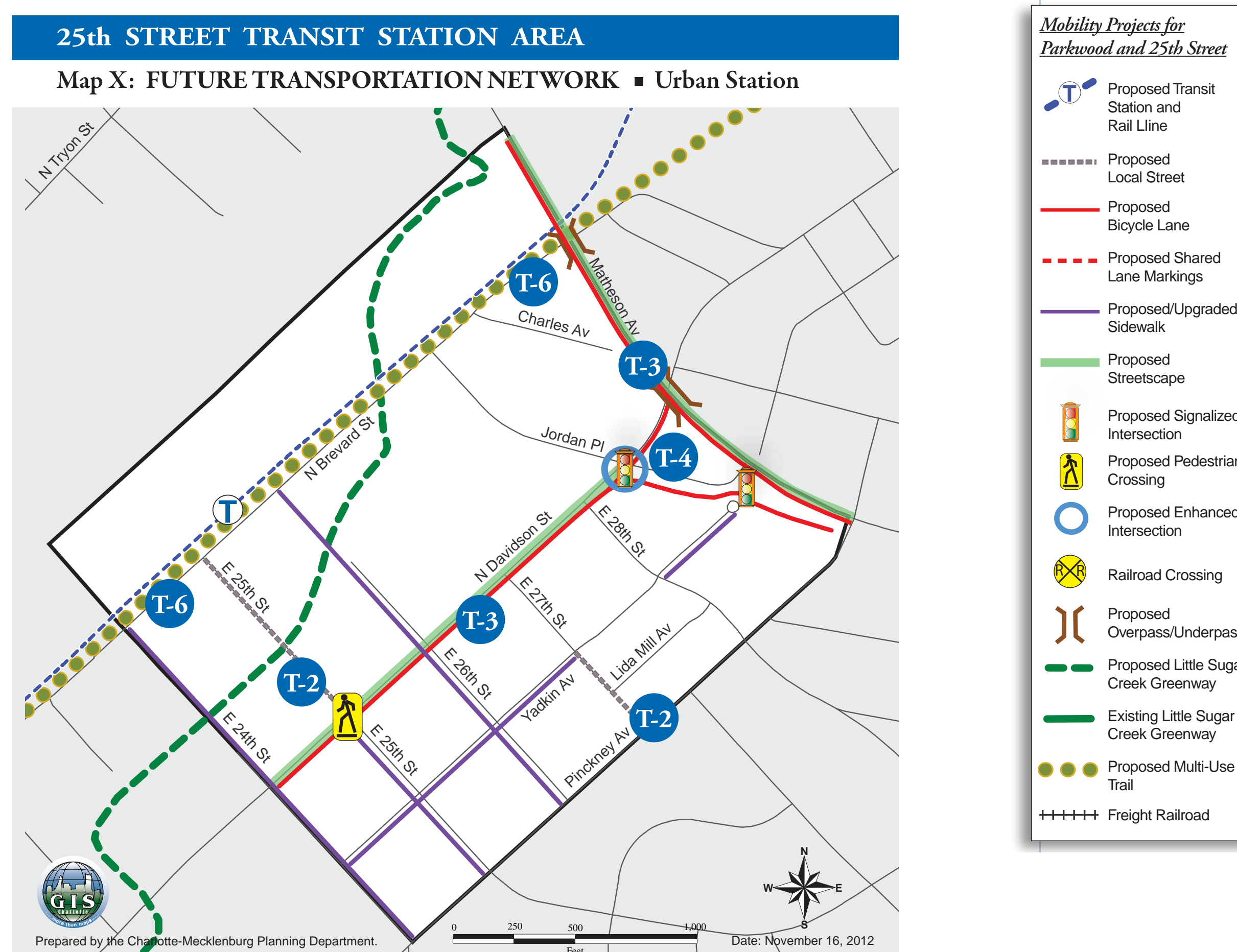
DRAFT

Charlotte-Mecklenburg Planning Department

CONCEPT PLAN

# Transportation Policies

## DRAFT



**Transportation Policies** This section outlines transportation recommendations addressing both proposed new streets and enhancements to existing streets to make them more attractive to pedestrians and bicyclists. These recommendations include future City-sponsored capital improvements, as well as improvements facilitated by private investment during the land development. The general location of these recommendations is shown for each station area. The recommendations are also cross-referenced to item numbers in *Volume 2: Implementation Guide* section of this plan.

### Street Network

**T-1 Develop a new parallel Avenue to North Tryon Street.** The existing street network provides fewer route choices northeast of 36th Street and away from Uptown than there are within the more urban network towards Uptown. An additional parallel route to North Tryon Street will offer an alternative route for local traffic, as development intensifies near each station. Running between 36th Street and Old Concord Road, this proposed Avenue links existing Philemon Avenue, Greensboro Street, and Northpark Mall Drive, creating a continuous parallel route to North Tryon Street.

**T-2 Provide new local street connections** in the Transit Station Areas to create smaller block structure supportive of denser development and pedestrian accessibility to the transit stations. Connections in areas recommended for Transit Supportive future land use are the highest priority, as these are needed to support higher density development, as well as provide more travel choices and enhanced access to the station. See also Supporting Street Network within the Future Land Use sections of each Station Area for a description of proposed streets.

**T-3 Transform key street corridors.** Strengthen business corridors and complement the stabilization of surrounding neighborhoods by enhancing the following street segments (\*denotes candidate for street conversion or “road diet”):

- Parkwood Avenue\* from North Caldwell Street to North Davidson Street (Parkwood Station Area);
- North Davidson Street from Parkwood Avenue to East 34th Street (Parkwood, 25th Street, and 36th Street Station Areas);
- Matheson Avenue\* from North Tryon Street to The Plaza (25th Street and 36th Street Station Areas);
- The Plaza from East Sugar Creek Road to The Plaza (Sugar Creek Station Area); and
- North Tryon Street from Sugar Creek Road to Old Concord Road (Sugar Creek and Old Concord Road Station Areas).

**T-4 Enhance key gateway intersections.** Provide a transition point or gateway to the station area, with traffic calming treatments and pedestrian crossing enhancements at the following intersections:

- Parkwood Avenue at East 16th Street (Parkwood Station Area);
- North Davidson Street at Jordan Place (25th Street Station Area);
- North Davidson Street at North Brevard Street (36th Street Station Area); and
- North Tryon Street at Sugar Creek Road (Sugar Creek Station Area).

**T-5 Add new signalized intersections.** The Blue Line Extension project will add several new signals at the following locations:

- Parkwood Avenue and North Brevard Street (Parkwood Station Area);
- North Tryon Street and Orr Road (Old Concord Station Area);
- North Tryon Street and Arrowhead Drive (Tom Hunter Station Area);
- North Tryon Street and Owen Boulevard (Tom Hunter Station Area); and
- North Tryon Street and Orchard Trace Lane (Tom Hunter Station Area); and
- East Sugar Creek Road and North Davidson Street (Sugar Creek Station Area).

### Bicycle and Pedestrian Network

**T-6 Develop a multi-use trail** linking Uptown and the University area via Station Areas. The Little Sugar Creek is physically constrained through the rail yards beneath the Matheson Avenue Bridge and disconnected from the NoDa neighborhood. The planned re-location of the AC&W railroad provides an opportunity to utilize a more accessible route. This route would connect to the Greenway along the creek southwest of Brevard Street, as well as continue along Brevard Street into Uptown, thereby serving both commuters and recreational users. The following strategies are recommended to create a seamless trail from Uptown and Little Sugar Creek to the University and Toby Creek:

- From the LYNX trail in Uptown to Brevard Street, construct a side path along 12th Street;
- From 12th Street to Parkwood Avenue, utilize Brevard Street as a signed bike route;
- Through Optimist Park, construct a buffered cycle track along Parkwood Avenue and North Brevard Street;
- Through NoDa, utilize the AC&W right-of-way as a Rail-to-Trail project;
- Through Howie Acres, add route signage, shared lane markings and park paths;
- Along Eastway Drive, construct a 10-foot minimum side path;
- Through Eastway Community Park, provide signage and shared lane markings;
- Construct a trail underpass of the NCRR between Eastway Community Park and the Old Concord Road station; and
- Northeast of the Old Concord Road Station, follow the planned Carolina Thread Trail to Toby Creek Greenway via North Tryon Street side path and off-road trails in Newell.

**T-7 Provide pedestrian crossings for the proposed trail.** The proposed Little Sugar Creek Greenway and Cross-Charlotte Multi-Use Trail cross Avenues and Local Streets in a number of places without any signal. These locations are recommended for a future pedestrian crossing. Treatments may include median refuge islands, curb extensions, raised crosswalks, or flashing beacons.

**T-8 Provide pedestrian crossings for station access.** There are some locations where pedestrian access to a station would be enhanced with a pedestrian crossing away from existing signalized intersections. These locations include North Davidson Street at 25th Street (25th Street Station), North Tryon Street at Dorton Street (Sugar Creek Station), and North Tryon Street at Crossroads School (Old Concord Road Station).

**T-9 Create bicycle lanes along Avenues** via street conversions and streetscape projects. A street conversion results in a reallocation of pavement via new pavement markings following a scheduled resurfacing. A streetscape project may include additional physical improvements to the street, such as curb extensions and medians.

**T-10 Add shared lane markings to Main Streets and physically constrained Avenues.** Main Streets provide a mixed travel environment for cyclists. Shared lane markings on Main Streets may help remind motorists to share the road. Avenues, on the other hand, ideally have bicycle lanes. However, where major redevelopment is largely not envisioned by the Plan, shared lane markings provide an opportunity to complete gaps in the thoroughfare bicycle network.

**T-11 Eliminate gaps within the sidewalk system.** Some streets in the Station Areas lack sidewalks. The City’s Sidewalk Program can help to address some of these gaps. Identified gaps on the following maps may first require verification of citizen support through a petition-based process prior to implementation.

# Transportation Policies

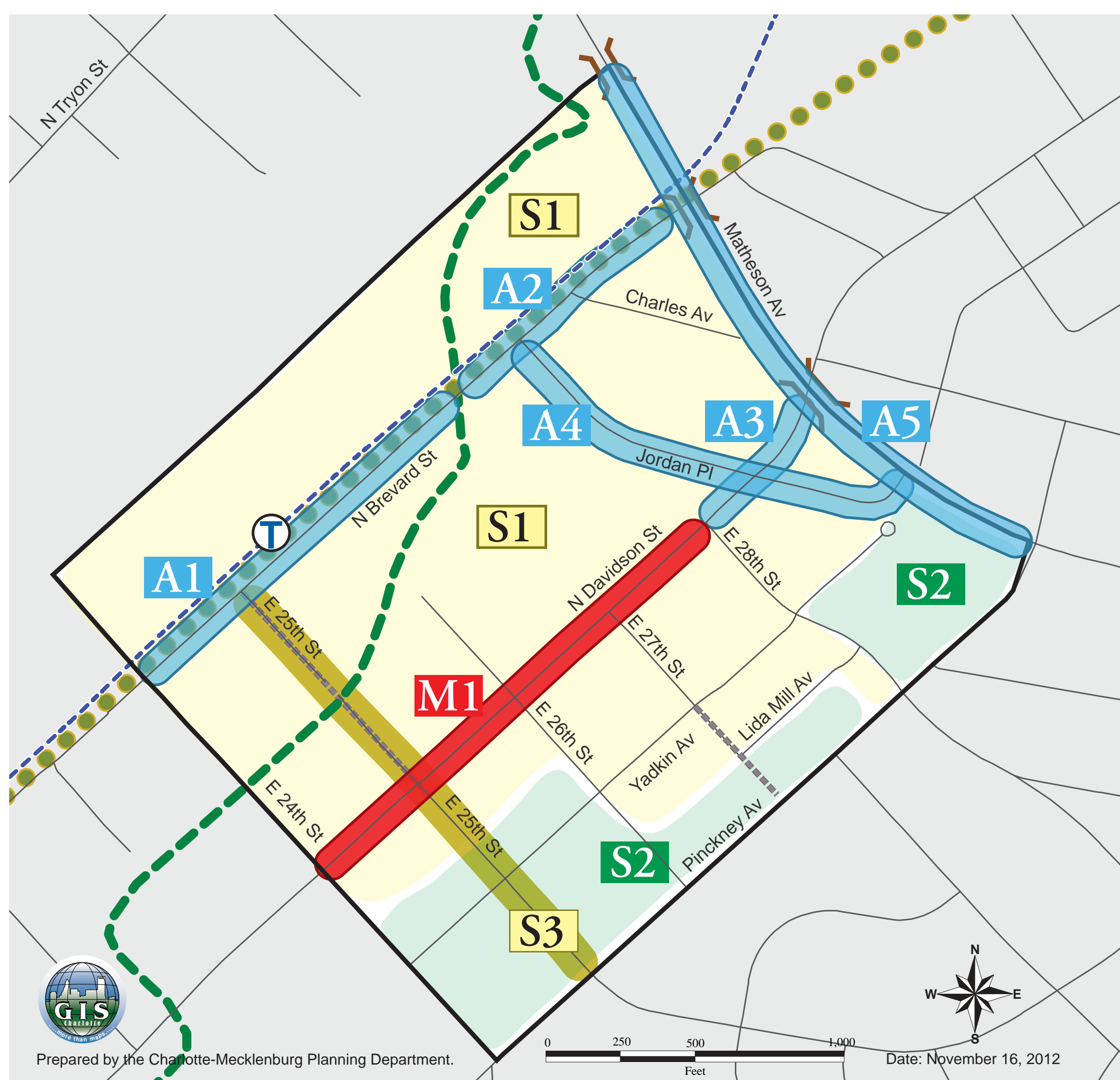
DRAFT

63

## 25TH STREET TRANSIT STATION AREA

### Map X: CROSS-SECTION LOCATIONS

Urban Station



### 25th Street Cross-Sections Locations

Avenues	Main Streets	Local Streets
<b>A1</b> North Brevard St (East 24th St to Little Sugar Cr)	<b>M1</b> North Davidson St (East 24th St to East 28th St)	<b>S1</b> Transit-Supportive/ Mixed-Use Areas
<b>A2</b> North Brevard St (Little Sugar Cr to Matheson Br)		<b>S2</b> Low-Density Residential Areas
<b>A3</b> North Davidson St (E 28th St to Matheson Br)		<b>S3</b> Office-Commercial Wide
<b>A4</b> Jordan Place (N Brevard St to Matheson Av)		
<b>A5</b> Matheson Av (NCRR Bridge to Pickney Av)		

Blue Line Extension Transit Station Area Plan

CONCEPT PLAN

Charlotte-Mecklenburg Planning Department

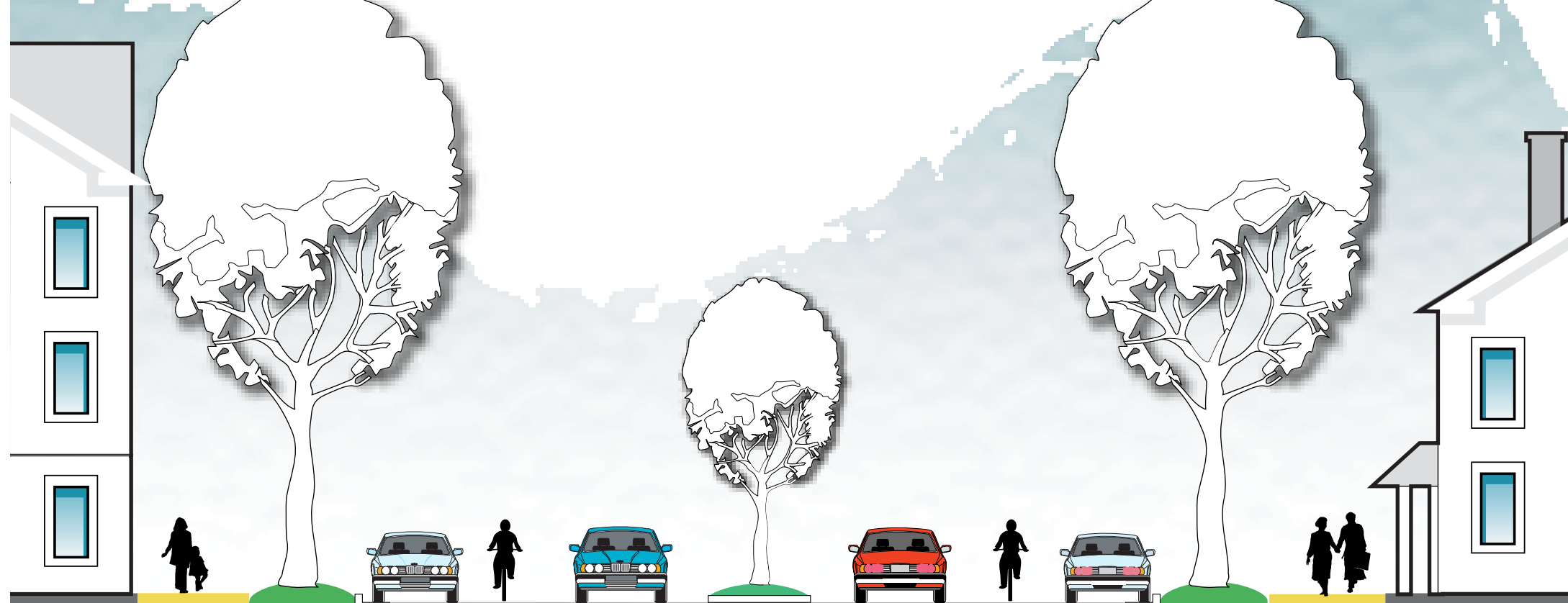
DRAFT

DRAFT

64

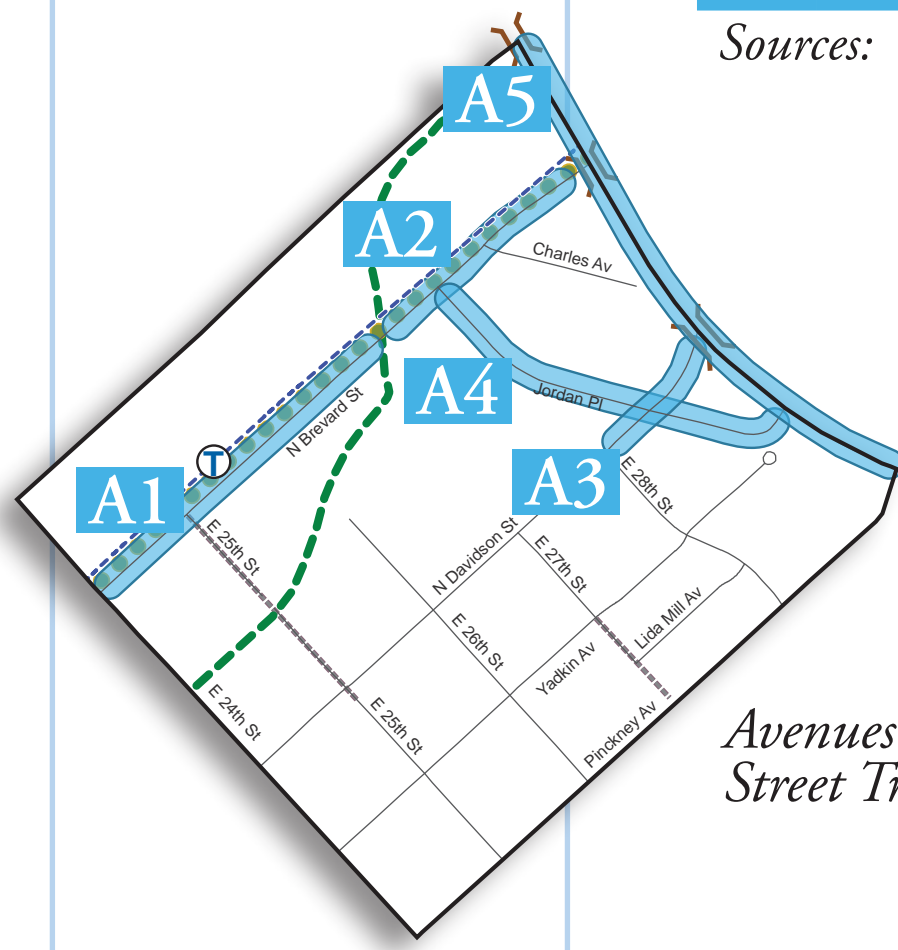
## 25th Street Transit Station Area

### AVENUES



Sidewalks	Planting Strip	Parking	Bike Lane	Travel Lane	Median	Travel Lane	Bike Lane	Parking	Planting Strip	Sidewalks
North Brevard Street (East 24th Street to Little Sugar Creek)										
Sidepath to be constructed by BLE			13'	n/a	13'	n/a	7'	8'	8'	
n/a		*Option to widen on southeastern side of street for recessed parking							16' setback	
North Brevard Street (Little Sugar Creek to Matheson Bridge)										
8'	8'	12' cycle track	13'	n/a	13'	n/a	7'	8'	8'	
n/a		*Option to widen on southeastern side of street for recessed parking							16' setback	
North Davidson Street (East 28th Street to Matheson Bridge)										
8'	8'	n/a	4.5'	10'	n/a	10'	4.5'	n/a	8'	8'
16' setback		Retain existing curb							16' setback	
Jordan Place (North Brevard Street to Matheson Avenue)										
8'	8'	8'	6'	11'	n/a	11'	6'	8'	8'	8'
16' setback		*Option to widen for recessed parking							16' setback	
Matheson Avenue (NCRR Bridge to Pickney Avenue)										
Exist.	n/a	n/a	14'	11'	n/a	11'	14'	n/a	n/a	Exist.
20' setback		*Buffered bike lanes							20' setback	

Sources: Charlotte Department of Transportation (CDOT), 2012



Avenues within the 25th Street Transit Station Area

Blue Line Extension Transit Station Area Plan

DRAFT

Charlotte-Mecklenburg Planning Department

CONCEPT PLAN

DRAFT

65

## 25th Street Transit Station Area

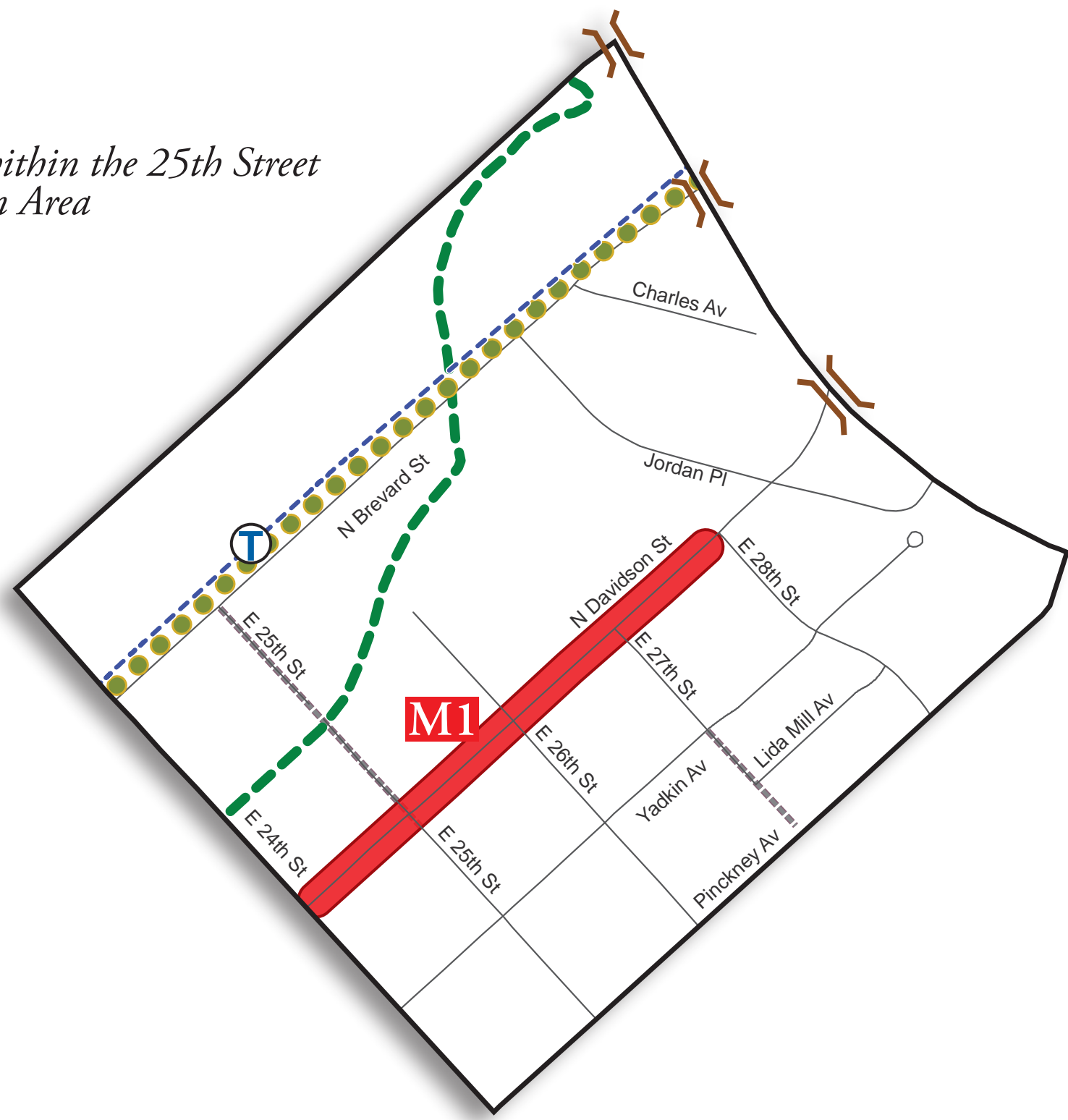
### MAIN STREETS



Sidewalk	Raised Planter	Parking	Bike Lane	Travel Lane	Travel Lane	Bike Lane	Parking	Raised Planter	Sidewalk
<b>M1: North Davidson Street (East 24th Street to East 28th Street)</b>									
8'	8'	8'	n/a	13'	13'	n/a	8'	8'	
16' / 20' if residential			Relocate curb for recessed parking				16' / 20' if residential		

Sources: Charlotte Department of Transportation (CDOT), 2012

Main streets within the 25th Street Transit Station Area



Blue Line Extension Transit Station Area Plan

CONCEPT PLAN

Charlotte-Mecklenburg Planning Department

DRAFT

DRAFT

66

## 25th Street Transit Station Area

### LOCAL STREETS



Sidewalk	Planting Strip	Parking	Mixed Travel Zone			Parking	Planting Strip	Sidewalk
S1: Local Streets within Transit-Supportive/Mixed-Use Areas <i>(Various)</i>								
8'	8'	7'	20'			7'	8'	8'
16' setback		Option for recessed parking (35')					16' setback	
S2: Local Streets within Low-Density Residential Areas <i>(Various)</i>								
			Yield Flow					
Per Ordinance requirement								
Sidewalk	Amenity Zone	Parking	Travel Lane	Travel Lane	Parking	Amenity Zone	Sidewalk	
S3: East 25th Street <i>(Office-Commercial Wide)</i>								
8'	8'	8*	11'	11'	8*	8'	8'	
16' setback		*Parking not required on bridge					16' setback	

Sources: Charlotte Department of Transportation (CDOT), 2012

Sources: Charlotte Department of Transportation (CDOT), 2012



Local streets within the 25th Street Transit Station Area

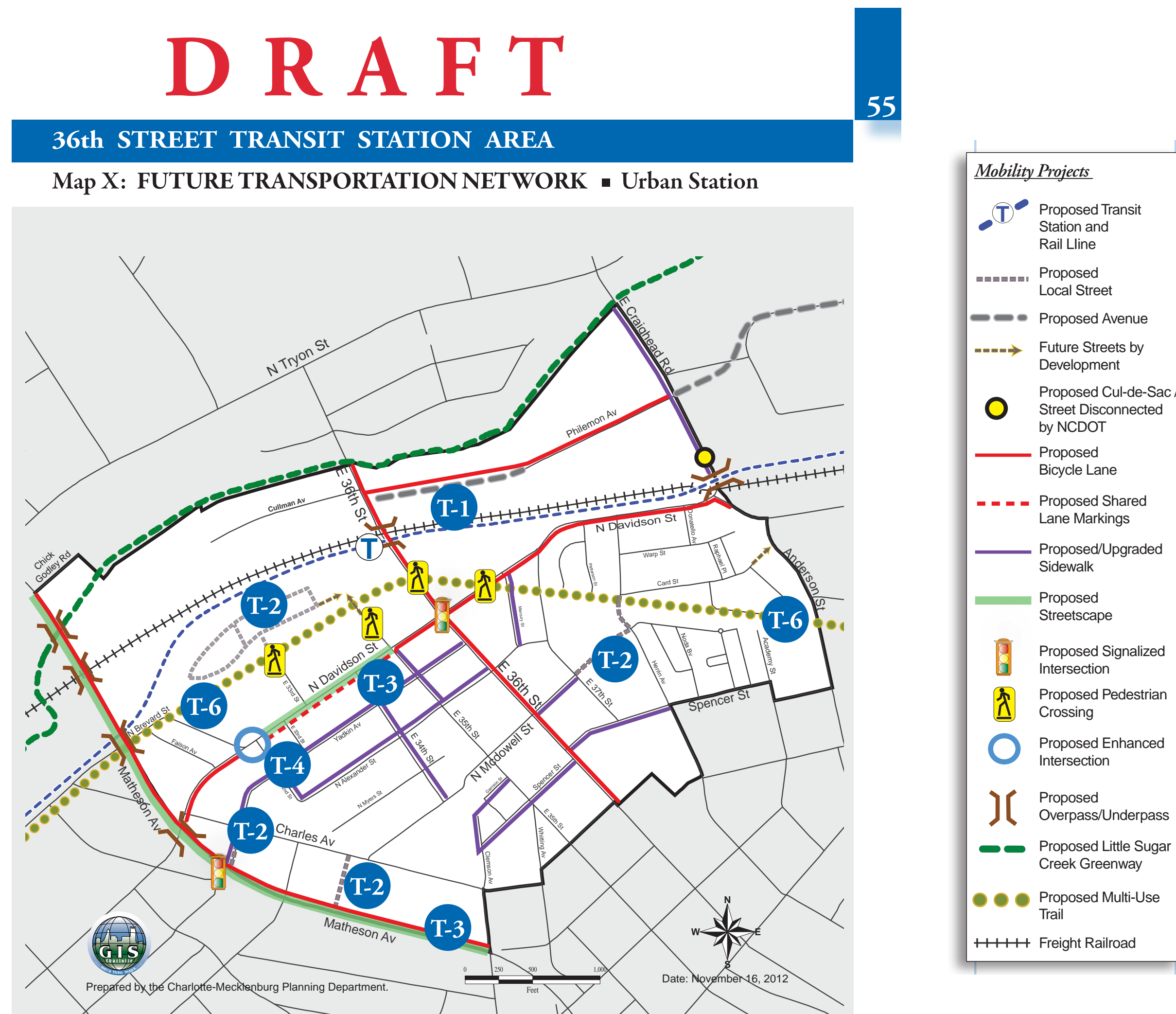
Blue Line Extension Transit Station Area Plan

DRAFT

Charlotte-Mecklenburg Planning Department

CONCEPT PLAN

# Transportation Policies



**Transportation Policies** This section outlines transportation recommendations addressing both proposed new streets and enhancements to existing streets to make them more attractive to pedestrians and bicyclists. These recommendations include future City-sponsored capital improvements, as well as improvements facilitated by private investment during the land development. The general location of these recommendations is shown for each station area. The recommendations are also cross-referenced to item numbers in *Volume 2: Implementation Guide* section of this plan.

## Street Network

**T-1 Develop a new parallel Avenue to North Tryon Street.** The existing street network provides fewer route choices northeast of 36th Street and away from Uptown than there are within the more urban network towards Uptown. An additional parallel route to North Tryon Street will offer an alternative route for local traffic, as development intensifies near each station. Running between 36th Street and Old Concord Road, this proposed Avenue links existing Philemon Avenue, Greensboro Street, and Northpark Mall Drive, creating a continuous parallel route to North Tryon Street.

**T-2 Provide new local street connections** in the Transit Station Areas to create smaller block structure supportive of denser development and pedestrian accessibility to the transit stations. Connections in areas recommended for Transit Supportive future land use are the highest priority, as these are needed to support higher density development, as well as provide more travel choices and enhanced access to the station. See also Supporting Street Network within the Future Land Use sections of each Station Area for a description of proposed streets.

**T-3 Transform key street corridors.** Strengthen business corridors and complement the stabilization of surrounding neighborhoods by enhancing the following street segments (\*denotes candidate for street conversion or “road diet”):

- Parkwood Avenue\* from North Caldwell Street to North Davidson Street (Parkwood Station Area);
- North Davidson Street from Parkwood Avenue to East 34th Street (Parkwood, 25th Street, and 36th Street Station Areas);
- Matheson Avenue\* from North Tryon Street to The Plaza (25th Street and 36th Street Station Areas);
- The Plaza from East Sugar Creek Road to The Plaza (Sugar Creek Station Area); and
- North Tryon Street from Sugar Creek Road to Old Concord Road (Sugar Creek and Old Concord Road Station Areas).

**T-4 Enhance key gateway intersections.** Provide a transition point or gateway to the station area, with traffic calming treatments and pedestrian crossing enhancements at the following intersections:

- Parkwood Avenue at East 16th Street (Parkwood Station Area);
- North Davidson Street at Jordan Place (25th Street Station Area);
- North Davidson Street at North Brevard Street (36th Street Station Area); and
- North Tryon Street at Sugar Creek Road (Sugar Creek Station Area).

**T-5 Add new signalized intersections.** The Blue Line Extension project will add several new signals at the following locations:

- Parkwood Avenue and North Brevard Street (Parkwood Station Area);
- North Tryon Street and Orr Road (Old Concord Station Area);
- North Tryon Street and Arrowhead Drive (Tom Hunter Station Area);
- North Tryon Street and Owen Boulevard (Tom Hunter Station Area); and
- North Tryon Street and Orchard Trace Lane (Tom Hunter Station Area); and
- East Sugar Creek Road and North Davidson Street (Sugar Creek Station Area).

## Bicycle and Pedestrian Network

**T-6 Develop a multi-use trail** linking Uptown and the University area via Station Areas. The Little Sugar Creek is physically constrained through the rail yards beneath the Matheson Avenue Bridge and disconnected from the NoDa neighborhood. The planned re-location of the AC&W railroad provides an opportunity to utilize a more accessible route. This route would connect to the Greenway along the creek southwest of Brevard Street, as well as continue along Brevard Street into Uptown, thereby serving both commuters and recreational users. The following strategies are recommended to create a seamless trail from Uptown and Little Sugar Creek to the University and Toby Creek:

- From the LYNX trail in Uptown to Brevard Street, construct a side path along 12th Street;
- From 12th Street to Parkwood Avenue, utilize Brevard Street as a signed bike route;
- Through Optimist Park, construct a buffered cycle track along Parkwood Avenue and North Brevard Street;
- Through NoDa, utilize the AC&W right-of-way as a Rail-to-Trail project;
- Through Howie Acres, add route signage, shared lane markings and park paths;
- Along Eastway Drive, construct a 10-foot minimum side path;
- Through Eastway Community Park, provide signage and shared lane markings;
- Construct a trail underpass of the NCRR between Eastway Community Park and the Old Concord Road station; and
- Northeast of the Old Concord Road Station, follow the planned Carolina Thread Trail to Toby Creek Greenway via North Tryon Street side path and off-road trails in Newell.

**T-7 Provide pedestrian crossings for the proposed trail.** The proposed Little Sugar Creek Greenway and Cross-Charlotte Multi-Use Trail cross Avenues and Local Streets in a number of places without any signal. These locations are recommended for a future pedestrian crossing. Treatments may include median refuge islands, curb extensions, raised crosswalks, or flashing beacons.

**T-8 Provide pedestrian crossings for station access.** There are some locations where pedestrian access to a station would be enhanced with a pedestrian crossing away from existing signalized intersections. These locations include North Davidson Street at 25th Street (25th Street Station), North Tryon Street at Dorton Street (Sugar Creek Station), and North Tryon Street at Crossroads School (Old Concord Road Station).

**T-9 Create bicycle lanes along Avenues** via street conversions and streetscape projects. A street conversion results in a reallocation of pavement via new pavement markings following a scheduled resurfacing. A streetscape project may include additional physical improvements to the street, such as curb extensions and medians.

**T-10 Add shared lane markings to Main Streets and physically constrained Avenues.** Main Streets provide a mixed travel environment for cyclists. Shared lane markings on Main Streets may help remind motorists to share the road. Avenues, on the other hand, ideally have bicycle lanes. However, where major redevelopment is largely not envisioned by the Plan, shared lane markings provide an opportunity to complete gaps in the thoroughfare bicycle network.

**T-11 Eliminate gaps within the sidewalk system.** Some streets in the Station Areas lack sidewalks. The City’s Sidewalk Program can help to address some of these gaps. Identified gaps on the following maps may first require verification of citizen support through a petition-based process prior to implementation.

# Transportation Policies

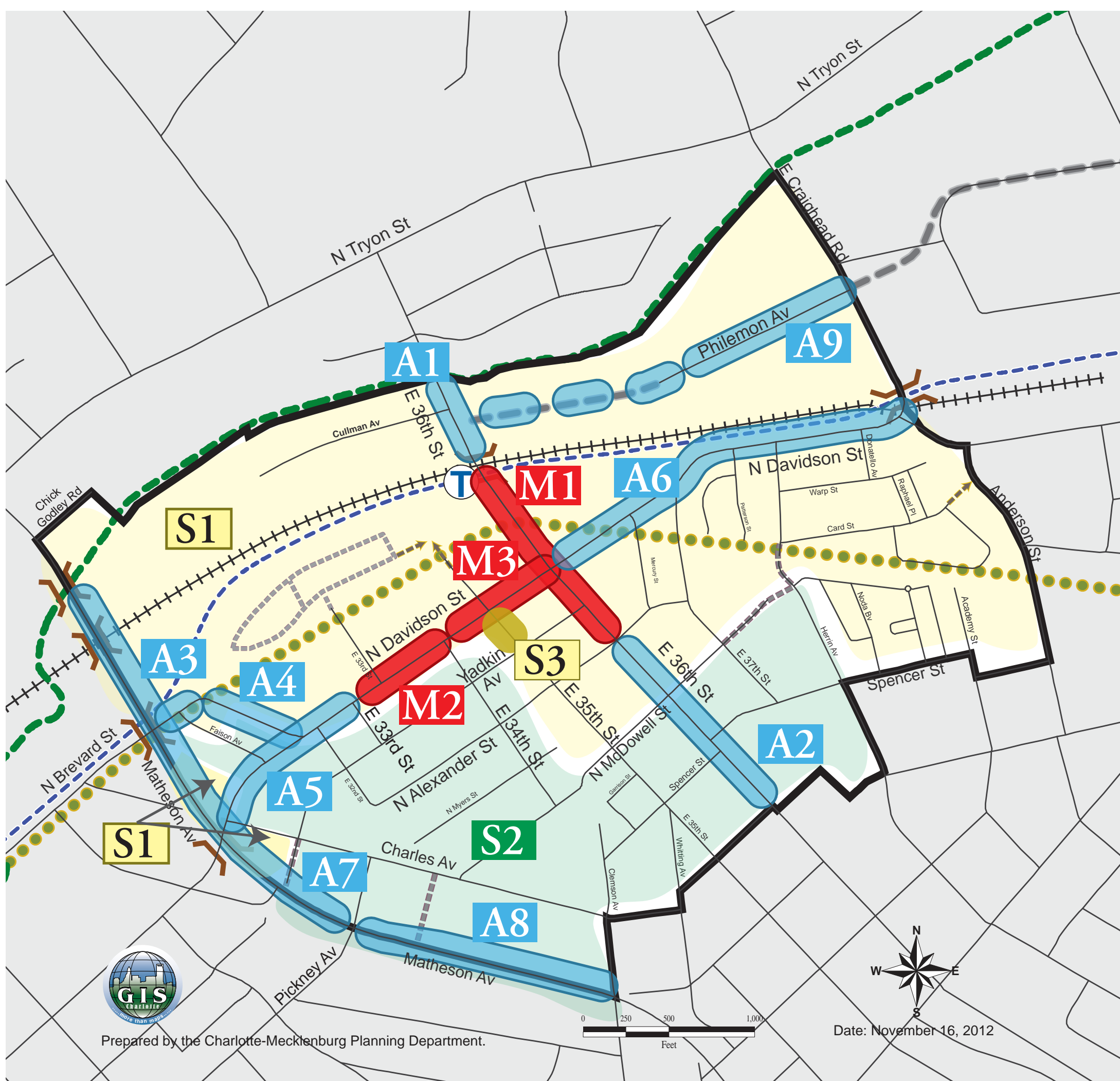
DRAFT

67

## 36th STREET TRANSIT STATION AREA

### Map X: CROSS-SECTION LOCATIONS

Urban Station



#### 36th Street Cross-Sections Locations

Avenues	A5	Main Streets	Local Streets
A1 East 36th St (Little Sugar Cr to Norfolk-Southern RR)	A5 N Davidson St (Matheson Bridge to E 33rd St)	M1 East 36th St (AC&W RR to N Alexander St)	S1 Transit-Supportive/ Mixed-Use Areas
A2 East 36th St (N Alexander St to Charles Av)	A6 N Davidson St (E 36th St to Craighead Rd)	M2 North Davidson St (E 33rd St to E 34th St)	S2 Low-Density Residential Areas
A3 North Brevard St (Matheson Bridge to Duke Substation Driveway)	A7 Matheson Av (NCRR Bridge to Pickney Av)	M3 North Davidson St (E 34th St to E 36th St)	S3 East 36th St (N Davidson St to Yaddin Av)
A4 North Brevard St (Duke Substation Driveway to N Davidson St)	A8 Matheson Av (Pickney Av to Clemson Av)		
	A9 Philemon Av (E 36th St to Craighead Rd)		

Blue Line Extension Transit Station Area Plan

CONCEPT PLAN

Charlotte-Mecklenburg Planning Department

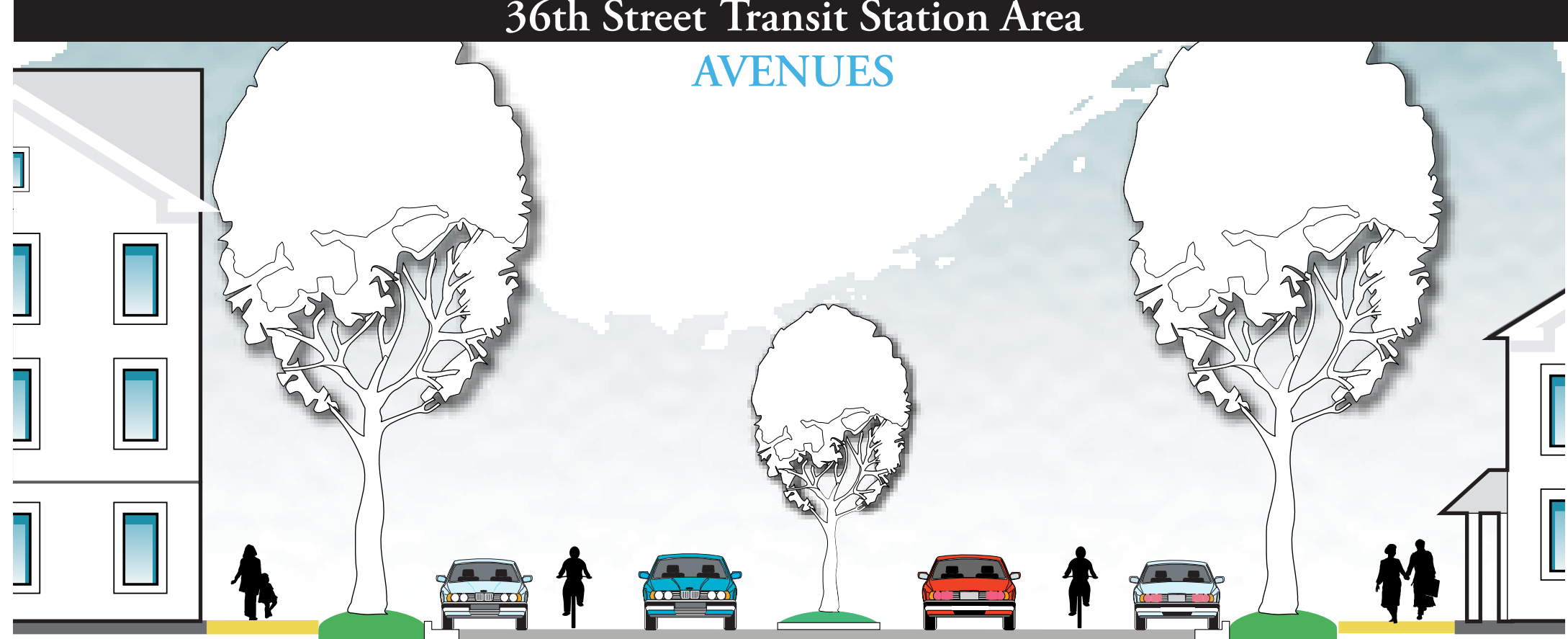
DRAFT

DRAFT

68

## 36th Street Transit Station Area

### AVENUES



Sidewalk	Planting Strip	Parking	Bike Lane	Travel Lane	Median	Travel Lane	Bike Lane	Parking	Planting Strip	Sidewalk
A1: East 36th Street (Little Sugar Creek to Norfolk-Southern Railroad)										
8'	8'	n/a	5'	10'	n/a	10'	5'	n/a	8'	8'
16' setback										
A2: East 36th Street (North Alexander Street to Charles Avenue)										
8'	8'	7'	5'	10'	n/a	10'	5'	7'	8'	8'
16' setback										
A3: North Brevard Street (Matheson Bridge to Duke Substation Driveway)										
8'	8'	12' Cycle track	13'	n/a	13'	n/a	7'	8'	8'	
16' setback										
A4: North Brevard Street (Duke Substation Driveway to North Davidson Street)										
8'	8'	8'	5'	12'	n/a	12'	5'	8'	8'	
16' setback										
A5: North Davidson Street (Matheson Bridge to East 33rd Street)										
8'	8'	n/a	4.5'	10'	n/a	10'	4.5'	n/a	8'	8'
16' setback										
A6: North Davidson Street (East 36th Street to East Craighead Road)										
10'	5'	n/a	6'	10'	n/a	10'	6'	n/a	8'	8'
16' setback										
A7: Matheson Avenue (NCRR Bridge to Pickney Avenue)										
Exist.	n/a	n/a	14'	11'	n/a	11'	14'	n/a	n/a	Exist.
20' setback										
A8: Matheson Avenue (Pickney Avenue to Clemson Avenue)										
8'	8'	8'	5.5'	10'	13'	10'	5.5'	8'	8'	
20' setback										
A9: Philemon Avenue (East 36th Street to Craighead Road)										
8'	8'	8'	5'	10'	Option-al	10'	5'	8'	8'	
20' setback										

Sources: Charlotte Department of Transportation (CDOT), 2012

Blue Line Extension Transit Station Area Plan

DRAFT

Charlotte-Mecklenburg Planning Department

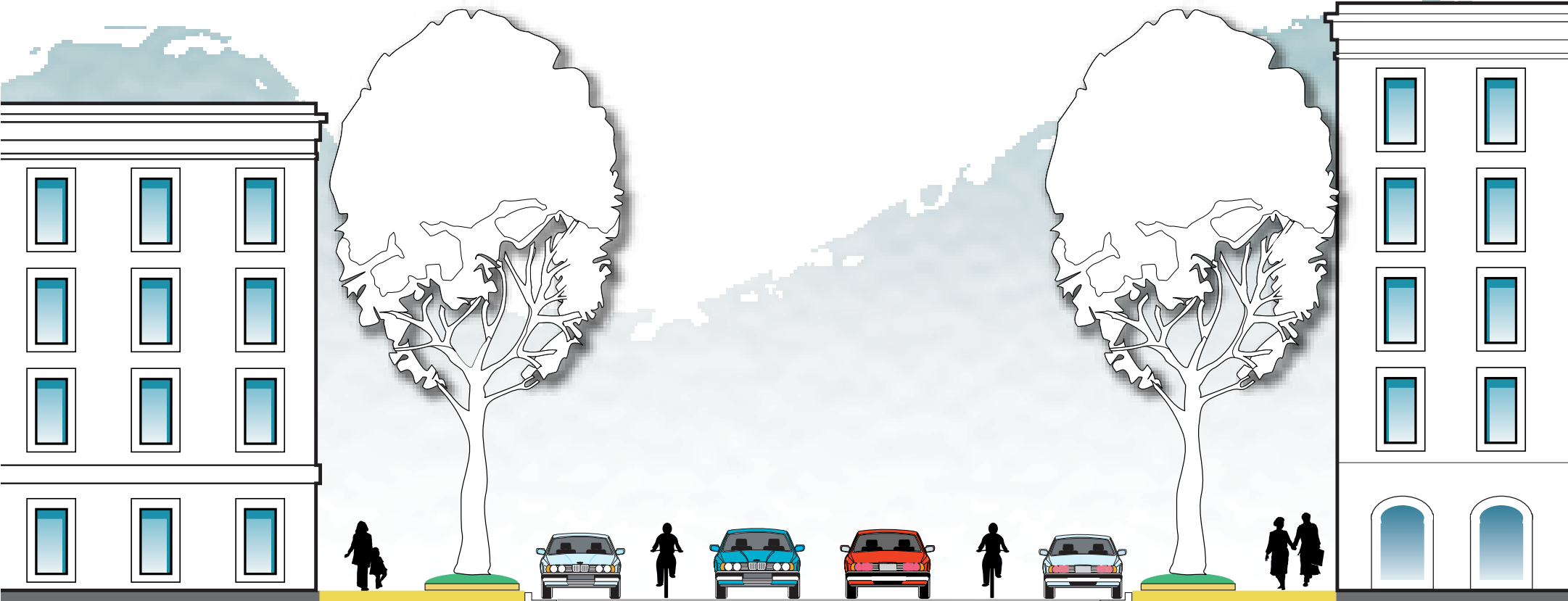
CONCEPT PLAN

DRAFT

69

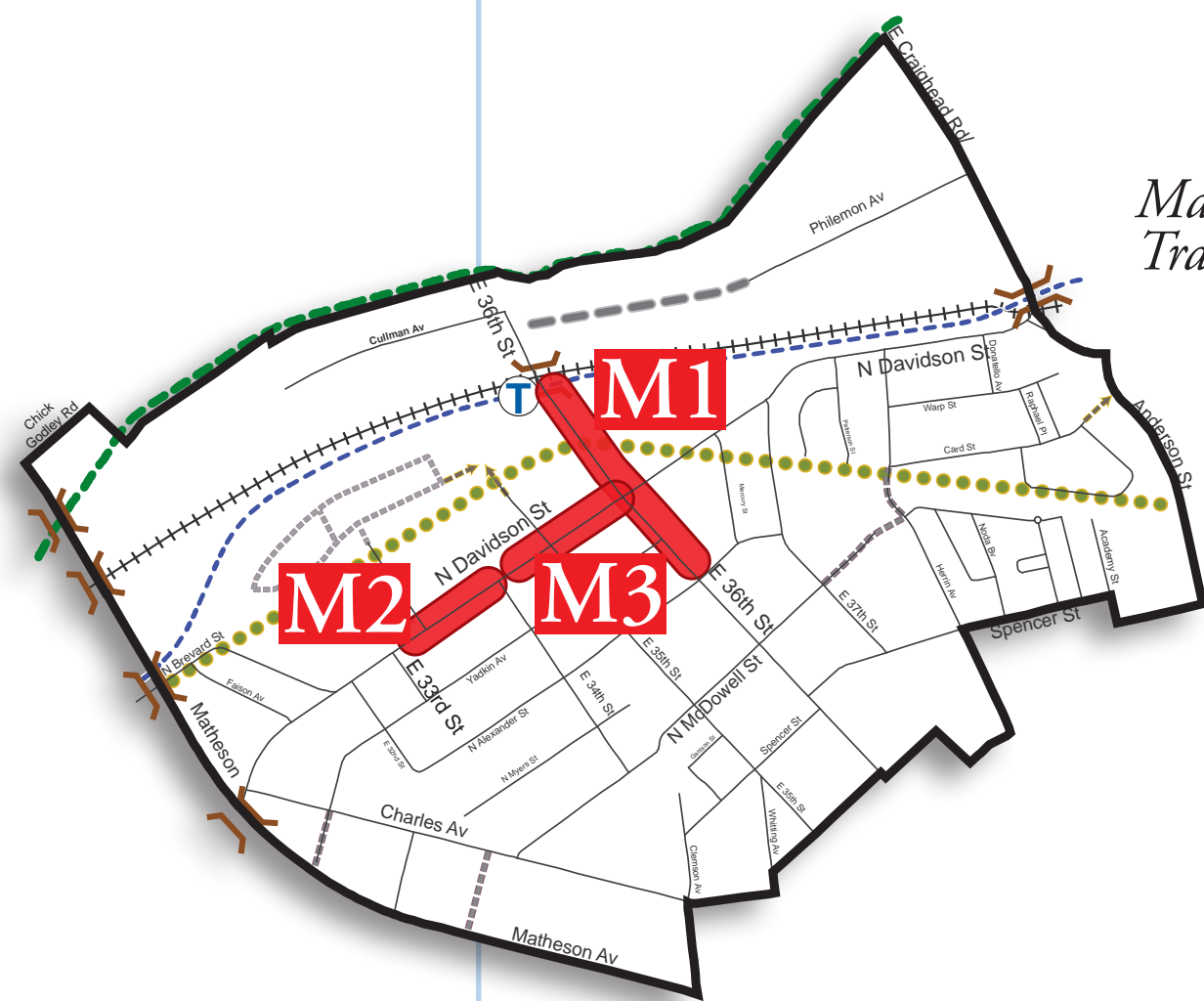
## 36th Street Transit Station Area

### MAIN STREETS



Sidewalk	Raised Planter	Parking	Bike Lane	Travel Lane	Travel Lane	Bike Lane	Parking	Raised Planter	Sidewalk
M1: East 36th Street (AC&W Railroad to North Alexander Street)									
8'	8'	8'	n/a	10'	10'	n/a	8'	8'	8'
16' setback									
M2: North Davidson Street (East 33rd Street to East 34th Street)									
8'	8'	8'	n/a	13'	13'	n/a	8'	8'	8'
16' / 20' if residential									
M3: North Davidson Street (East 34th Street to East 36th Street)									
8'	8'	Existing	n/a	Existing	Existing	n/a	Existing	8'	8'
16' setback									

Sources: Charlotte Department of Transportation (CDOT), 2012



Main streets within the 36th Street Transit Station Area

Blue Line Extension Transit Station Area Plan

CONCEPT PLAN

Charlotte-Mecklenburg Planning Department

DRAFT

DRAFT

70

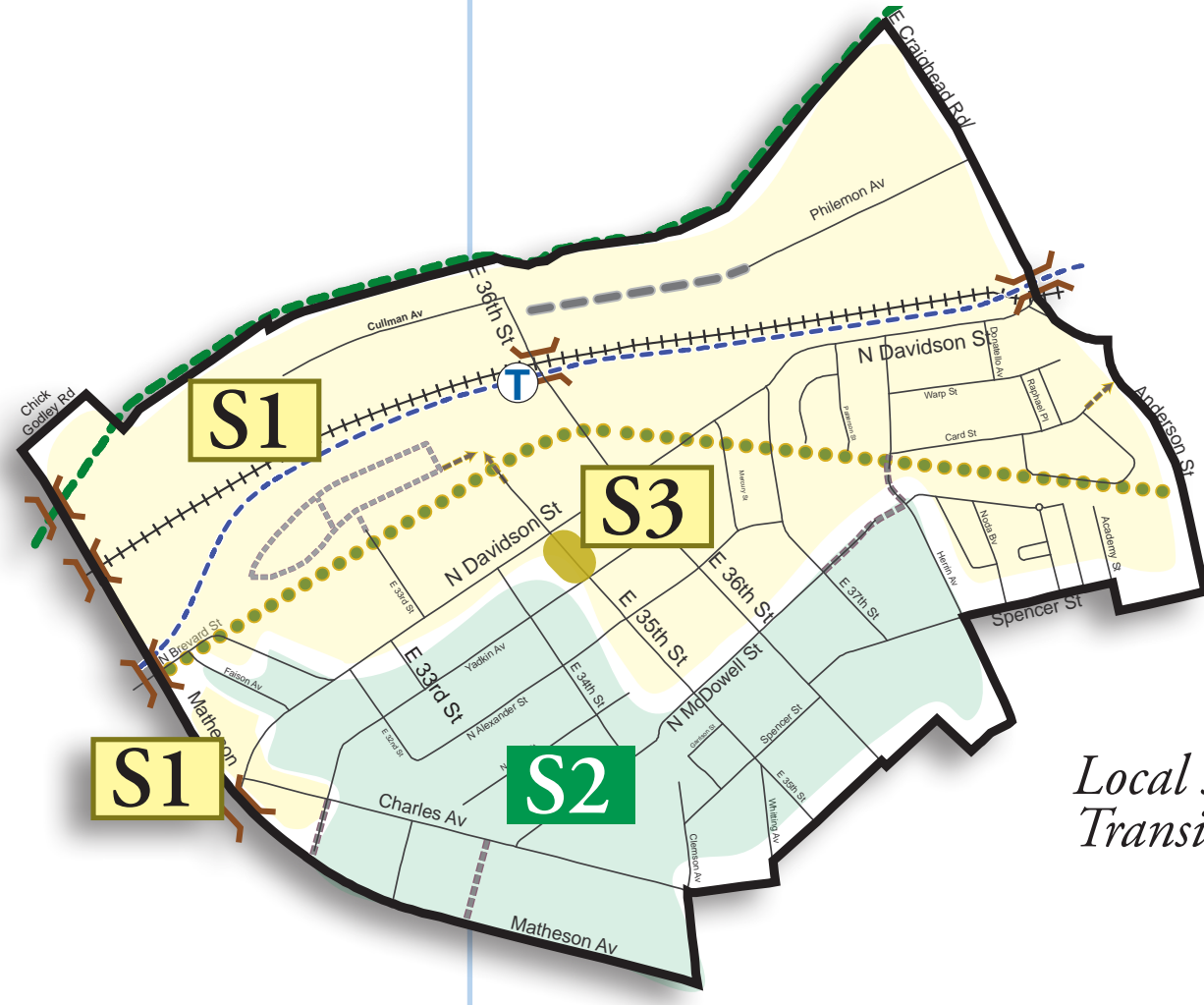
## 36th Street Transit Station Area

### LOCAL STREETS



Sidewalk	Planting Strip	Parking	Mixed Travel Zone	Parking	Planting Strip	Sidewalk
S1: Other Local Streets within Corridor Subarea (Various)						
8'	8'	7'	20'	7'	8'	8'
16' setback						
S2: Local Streets within Wedge Subarea (Various)						
Yield flow						
Per Ordinance requirement						
S3: East 35th Street (North Davidson Street to Yaddin Avenue)						
8'	8'	7'	20'	7'	8'	8'
16' setback						

Sources: Charlotte Department of Transportation (CDOT), 2012



Local streets within the 36th Street Transit Station Area

Blue Line Extension Transit Station Area Plan

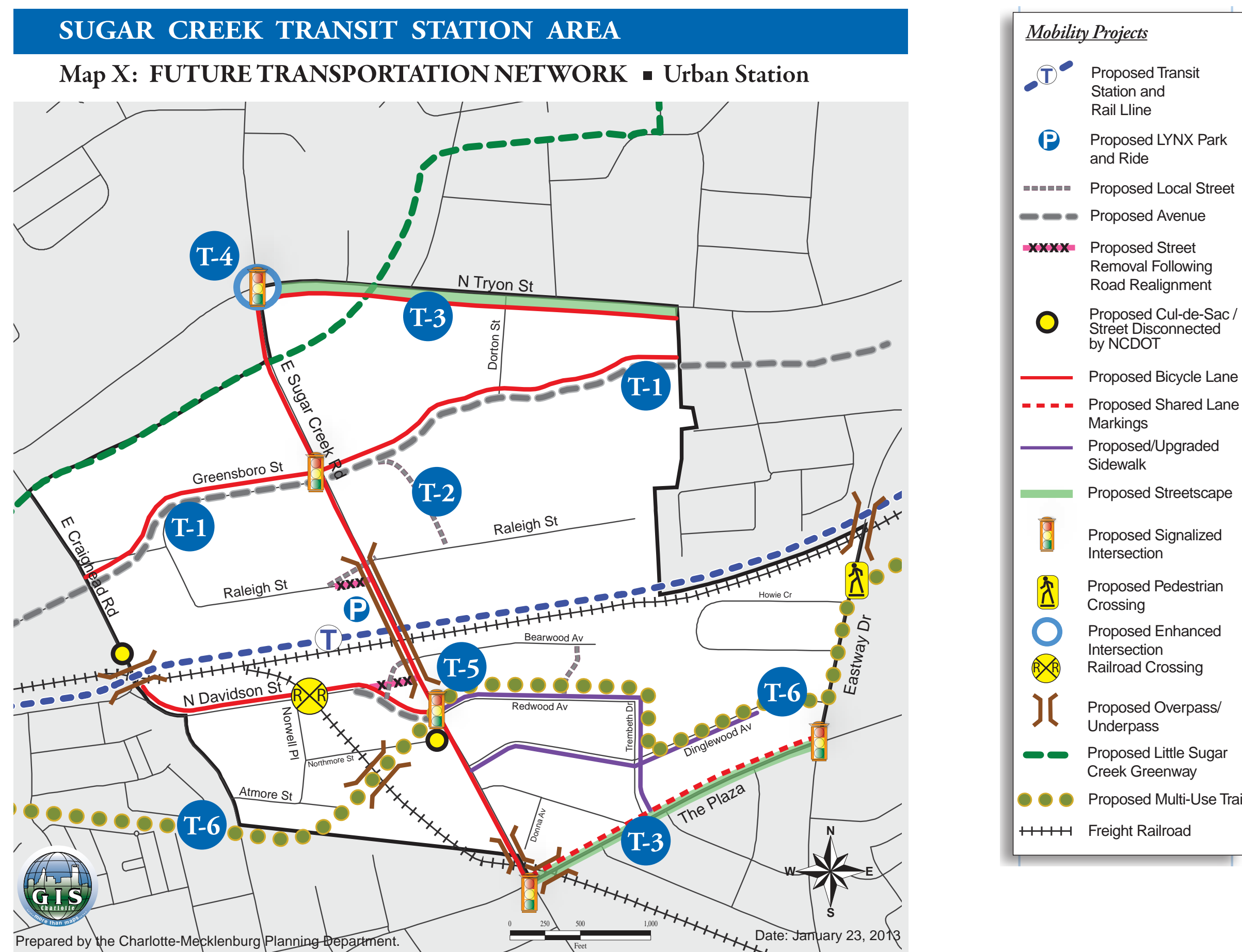
DRAFT

Charlotte-Mecklenburg Planning Department

CONCEPT PLAN

# Transportation Policies

DRAFT



**Transportation Policies** This section outlines transportation recommendations addressing both proposed new streets and enhancements to existing streets to make them more attractive to pedestrians and bicyclists. These recommendations include future City-sponsored capital improvements, as well as improvements facilitated by private investment during the land development. The general location of these recommendations is shown for each station area. The recommendations are also cross-referenced to item numbers in *Volume 2: Implementation Guide* section of this plan.

## Street Network

**T-1 Develop a new parallel Avenue to North Tryon Street.** The existing street network provides fewer route choices northeast of 36th Street and away from Uptown than there are within the more urban network towards Uptown. An additional parallel route to North Tryon Street will offer an alternative route for local traffic, as development intensifies near each station. Running between 36th Street and Old Concord Road, this proposed Avenue links existing Philemon Avenue, Greensboro Street, and Northpark Mall Drive, creating a continuous parallel route to North Tryon Street.

**T-2 Provide new local street connections** in the Transit Station Areas to create smaller block structure supportive of denser development and pedestrian accessibility to the transit stations. Connections in areas recommended for Transit Supportive future land use are the highest priority, as these are needed to support higher density development, as well as provide more travel choices and enhanced access to the station. See also Supporting Street Network within the Future Land Use sections of each Station Area for a description of proposed streets.

**T-3 Transform key street corridors.** Strengthen business corridors and complement the stabilization of surrounding neighborhoods by enhancing the following street segments (\*denotes candidate for street conversion or “road diet”):

- Parkwood Avenue\* from North Caldwell Street to North Davidson Street (Parkwood Station Area);
- North Davidson Street from Parkwood Avenue to East 34th Street (Parkwood, 25th Street, and 36th Street Station Areas);
- Matheson Avenue\* from North Tryon Street to The Plaza (25th Street and 36th Street Station Areas);
- The Plaza from East Sugar Creek Road to The Plaza (Sugar Creek Station Area); and
- North Tryon Street from Sugar Creek Road to Old Concord Road (Sugar Creek and Old Concord Road Station Areas).

**T-4 Enhance key gateway intersections.** Provide a transition point or gateway to the station area, with traffic calming treatments and pedestrian crossing enhancements at the following intersections:

- Parkwood Avenue at East 16th Street (Parkwood Station Area);
- North Davidson Street at Jordan Place (25th Street Station Area);
- North Davidson Street at North Brevard Street (36th Street Station Area); and
- North Tryon Street at Sugar Creek Road (Sugar Creek Station Area).

**T-5 Add new signalized intersections.** The Blue Line Extension project will add several new signals at the following locations:

- Parkwood Avenue and North Brevard Street (Parkwood Station Area);
- North Tryon Street and Orr Road (Old Concord Station Area);
- North Tryon Street and Arrowhead Drive (Tom Hunter Station Area);
- North Tryon Street and Owen Boulevard (Tom Hunter Station Area); and
- North Tryon Street and Orchard Trace Lane (Tom Hunter Station Area); and
- East Sugar Creek Road and North Davidson Street (Sugar Creek Station Area).

## Bicycle and Pedestrian Network

**T-6 Develop a multi-use trail** linking Uptown and the University area via Station Areas. The Little Sugar Creek is physically constrained through the rail yards beneath the Matheson Avenue Bridge and disconnected from the NoDa neighborhood. The planned re-location of the AC&W railroad provides an opportunity to utilize a more accessible route. This route would connect to the Greenway along the creek southwest of Brevard Street, as well as continue along Brevard Street into Uptown, thereby serving both commuters and recreational users. The following strategies are recommended to create a seamless trail from Uptown and Little Sugar Creek to the University and Toby Creek:

- From the LYNX trail in Uptown to Brevard Street, construct a side path along 12th Street;
- From 12th Street to Parkwood Avenue, utilize Brevard Street as a signed bike route;
- Through Optimist Park, construct a buffered cycle track along Parkwood Avenue and North Brevard Street;
- Through NoDa, utilize the AC&W right-of-way as a Rail-to-Trail project;
- Through Howie Acres, add route signage, shared lane markings and park paths;
- Along Eastway Drive, construct a 10-foot minimum side path;
- Through Eastway Community Park, provide signage and shared lane markings;
- Construct a trail underpass of the NCRR between Eastway Community Park and the Old Concord Road station; and
- Northeast of the Old Concord Road Station, follow the planned Carolina Thread Trail to Toby Creek Greenway via North Tryon Street side path and off-road trails in Newell.

**T-7 Provide pedestrian crossings for the proposed trail.** The proposed Little Sugar Creek Greenway and Cross-Charlotte Multi-Use Trail cross Avenues and Local Streets in a number of places without any signal. These locations are recommended for a future pedestrian crossing. Treatments may include median refuge islands, curb extensions, raised crosswalks, or flashing beacons.

**T-8 Provide pedestrian crossings for station access.** There are some locations where pedestrian access to a station would be enhanced with a pedestrian crossing away from existing signalized intersections. These locations include North Davidson Street at 25th Street (25th Street Station), North Tryon Street at Dorton Street (Sugar Creek Station), and North Tryon Street at Crossroads School (Old Concord Road Station).

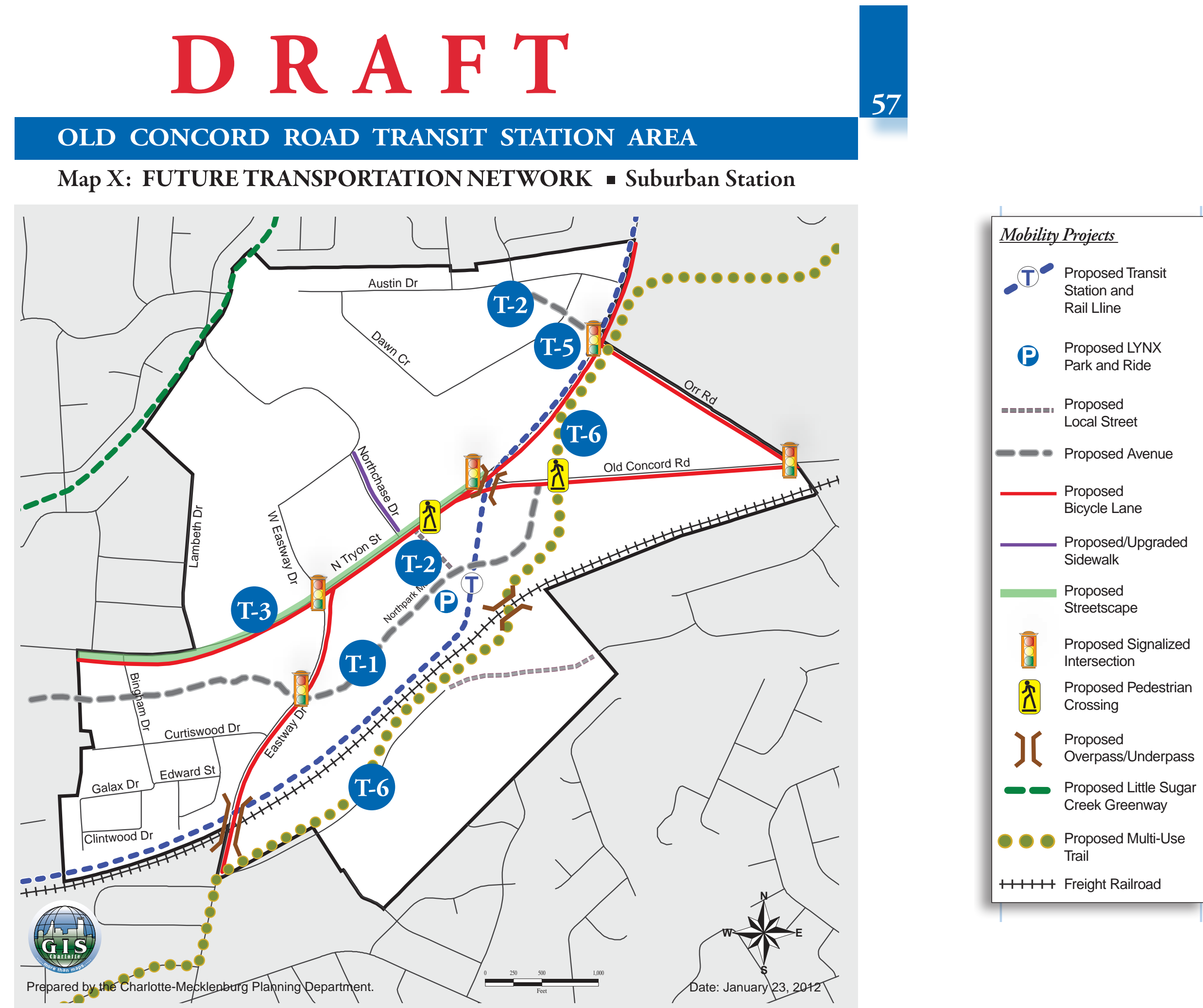
**T-9 Create bicycle lanes along Avenues** via street conversions and streetscape projects. A street conversion results in a reallocation of pavement via new pavement markings following a scheduled resurfacing. A streetscape project may include additional physical improvements to the street, such as curb extensions and medians.

**T-10 Add shared lane markings to Main Streets and physically constrained Avenues.** Main Streets provide a mixed travel environment for cyclists. Shared lane markings on Main Streets may help remind motorists to share the road. Avenues, on the other hand, ideally have bicycle lanes. However, where major redevelopment is largely not envisioned by the Plan, shared lane markings provide an opportunity to complete gaps in the thoroughfare bicycle network.

**T-11 Eliminate gaps within the sidewalk system.** Some streets in the Station Areas lack sidewalks. The City’s Sidewalk Program can help to address some of these gaps. Identified gaps on the following maps may first require verification of citizen support through a petition-based process prior to implementation.



# Transportation Policies



**Transportation Policies** This section outlines transportation recommendations addressing both proposed new streets and enhancements to existing streets to make them more attractive to pedestrians and bicyclists. These recommendations include future City-sponsored capital improvements, as well as improvements facilitated by private investment during the land development. The general location of these recommendations is shown for each station area. The recommendations are also cross-referenced to item numbers in *Volume 2: Implementation Guide* section of this plan.

## Street Network

**T-1 Develop a new parallel Avenue to North Tryon Street.** The existing street network provides fewer route choices northeast of 36th Street and away from Uptown than there are within the more urban network towards Uptown. An additional parallel route to North Tryon Street will offer an alternative route for local traffic, as development intensifies near each station. Running between 36th Street and Old Concord Road, this proposed Avenue links existing Philemon Avenue, Greensboro Street, and Northpark Mall Drive, creating a continuous parallel route to North Tryon Street.

**T-2 Provide new local street connections** in the Transit Station Areas to create smaller block structure supportive of denser development and pedestrian accessibility to the transit stations. Connections in areas recommended for Transit Supportive future land use are the highest priority, as these are needed to support higher density development, as well as provide more travel choices and enhanced access to the station. See also Supporting Street Network within the Future Land Use sections of each Station Area for a description of proposed streets.

**T-3 Transform key street corridors.** Strengthen business corridors and complement the stabilization of surrounding neighborhoods by enhancing the following street segments (\*denotes candidate for street conversion or “road diet”):

- Parkwood Avenue\* from North Caldwell Street to North Davidson Street (Parkwood Station Area);
- North Davidson Street from Parkwood Avenue to East 34th Street (Parkwood, 25th Street, and 36th Street Station Areas);
- Matheson Avenue\* from North Tryon Street to The Plaza (25th Street and 36th Street Station Areas);
- The Plaza from East Sugar Creek Road to The Plaza (Sugar Creek Station Area); and
- North Tryon Street from Sugar Creek Road to Old Concord Road (Sugar Creek and Old Concord Road Station Areas).

**T-4 Enhance key gateway intersections.** Provide a transition point or gateway to the station area, with traffic calming treatments and pedestrian crossing enhancements at the following intersections:

- Parkwood Avenue at East 16th Street (Parkwood Station Area);
- North Davidson Street at Jordan Place (25th Street Station Area);
- North Davidson Street at North Brevard Street (36th Street Station Area); and
- North Tryon Street at Sugar Creek Road (Sugar Creek Station Area).

**T-5 Add new signalized intersections.** The Blue Line Extension project will add several new signals at the following locations:

- Parkwood Avenue and North Brevard Street (Parkwood Station Area);
- North Tryon Street and Orr Road (Old Concord Station Area);
- North Tryon Street and Arrowhead Drive (Tom Hunter Station Area);
- North Tryon Street and Owen Boulevard (Tom Hunter Station Area); and
- North Tryon Street and Orchard Trace Lane (Tom Hunter Station Area); and
- East Sugar Creek Road and North Davidson Street (Sugar Creek Station Area).

## Bicycle and Pedestrian Network

**T-6 Develop a multi-use trail** linking Uptown and the University area via Station Areas. The Little Sugar Creek is physically constrained through the rail yards beneath the Matheson Avenue Bridge and disconnected from the NoDa neighborhood. The planned re-location of the AC&W railroad provides an opportunity to utilize a more accessible route. This route would connect to the Greenway along the creek southwest of Brevard Street, as well as continue along Brevard Street into Uptown, thereby serving both commuters and recreational users. The following strategies are recommended to create a seamless trail from Uptown and Little Sugar Creek to the University and Toby Creek:

- From the LYNX trail in Uptown to Brevard Street, construct a side path along 12th Street;
- From 12th Street to Parkwood Avenue, utilize Brevard Street as a signed bike route;
- Through Optimist Park, construct a buffered cycle track along Parkwood Avenue and North Brevard Street;
- Through NoDa, utilize the AC&W right-of-way as a Rail-to-Trail project;
- Through Howie Acres, add route signage, shared lane markings and park paths;
- Along Eastway Drive, construct a 10-foot minimum side path;
- Through Eastway Community Park, provide signage and shared lane markings;
- Construct a trail underpass of the NCRR between Eastway Community Park and the Old Concord Road station; and
- Northeast of the Old Concord Road Station, follow the planned Carolina Thread Trail to Toby Creek Greenway via North Tryon Street side path and off-road trails in Newell.

**T-7 Provide pedestrian crossings for the proposed trail.** The proposed Little Sugar Creek Greenway and Cross-Charlotte Multi-Use Trail cross Avenues and Local Streets in a number of places without any signal. These locations are recommended for a future pedestrian crossing. Treatments may include median refuge islands, curb extensions, raised crosswalks, or flashing beacons.

**T-8 Provide pedestrian crossings for station access.** There are some locations where pedestrian access to a station would be enhanced with a pedestrian crossing away from existing signalized intersections. These locations include North Davidson Street at 25th Street (25th Street Station), North Tryon Street at Dorton Street (Sugar Creek Station), and North Tryon Street at Crossroads School (Old Concord Road Station).

**T-9 Create bicycle lanes along Avenues** via street conversions and streetscape projects. A street conversion results in a reallocation of pavement via new pavement markings following a scheduled resurfacing. A streetscape project may include additional physical improvements to the street, such as curb extensions and medians.

**T-10 Add shared lane markings to Main Streets and physically constrained Avenues.** Main Streets provide a mixed travel environment for cyclists. Shared lane markings on Main Streets may help remind motorists to share the road. Avenues, on the other hand, ideally have bicycle lanes. However, where major redevelopment is largely not envisioned by the Plan, shared lane markings provide an opportunity to complete gaps in the thoroughfare bicycle network.

**T-11 Eliminate gaps within the sidewalk system.** Some streets in the Station Areas lack sidewalks. The City’s Sidewalk Program can help to address some of these gaps. Identified gaps on the following maps may first require verification of citizen support through a petition-based process prior to implementation.

# Transportation Policies

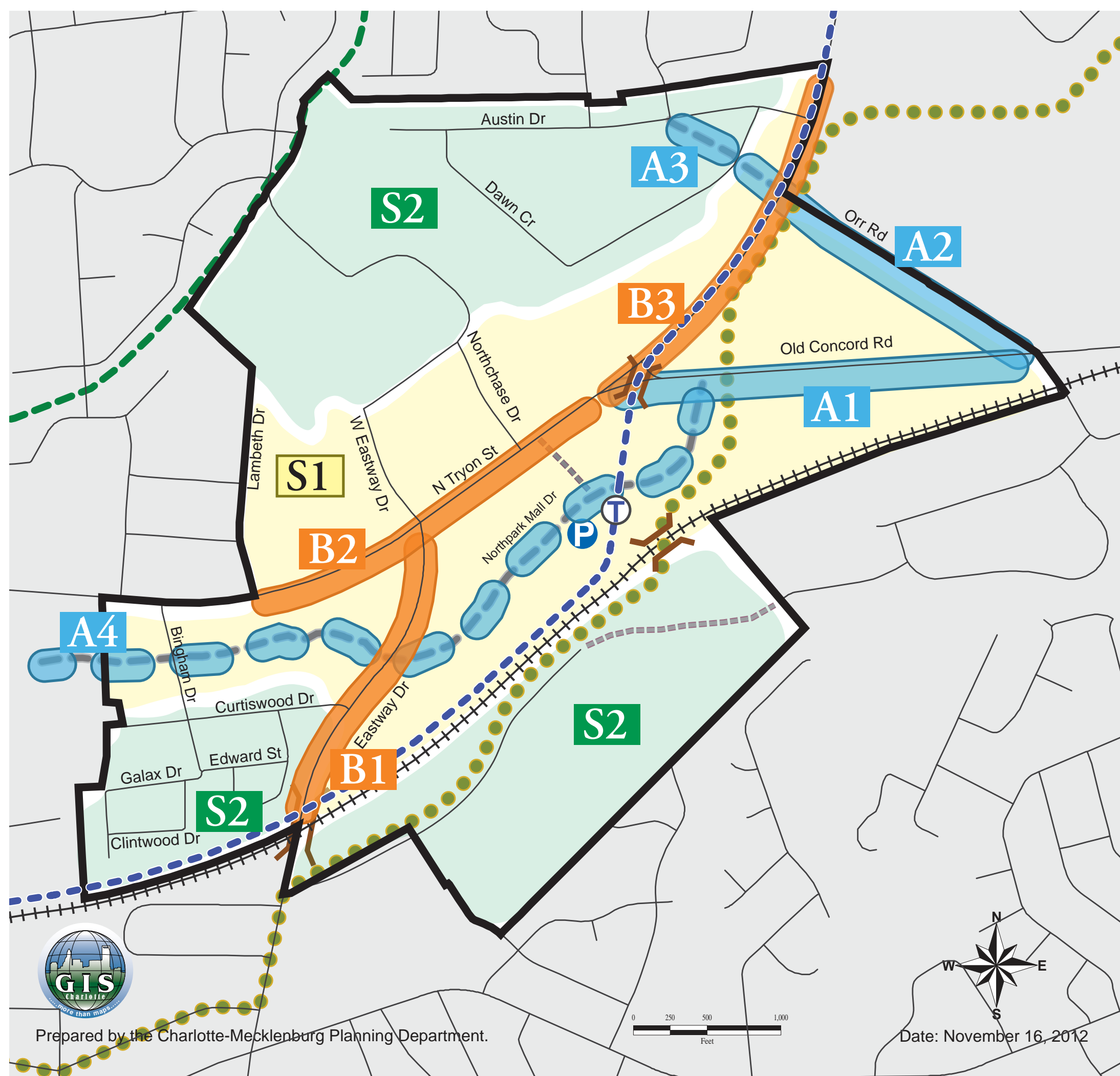
DRAFT

75

## OLD CONCORD ROAD TRANSIT STATION AREA

### Map X: CROSS-SECTION LOCATIONS

Suburban Station



### Old Concord Road Cross-Sections Locations

Avenues	Boulevards	Local Streets
A1: Old Concord Rd (N Tryon St to Orr Rd)	B1: Eastway Dr (NCRR Bridge to N Tryon St)	S1: Transit-Supportive/Mixed-Use Areas
A2: Orr Rd (N Tryon St to Dawn Cr)	B2: North Tryon St (Bingham Dr to Old Concord Rd)	S2: Low-Density Residential Areas
A3: Orr Rd (Dawn Cr to Austin Dr)	B3: North Tryon St (Old Concord Rd to Austin Dr)	
A4: Future Philemon Av (via Northpark Mall Dr)		

Blue Line Extension Transit Station Area Plan

CONCEPT PLAN

Charlotte-Mecklenburg Planning Department

DRAFT

DRAFT

76

## Old Concord Road Transit Station Area

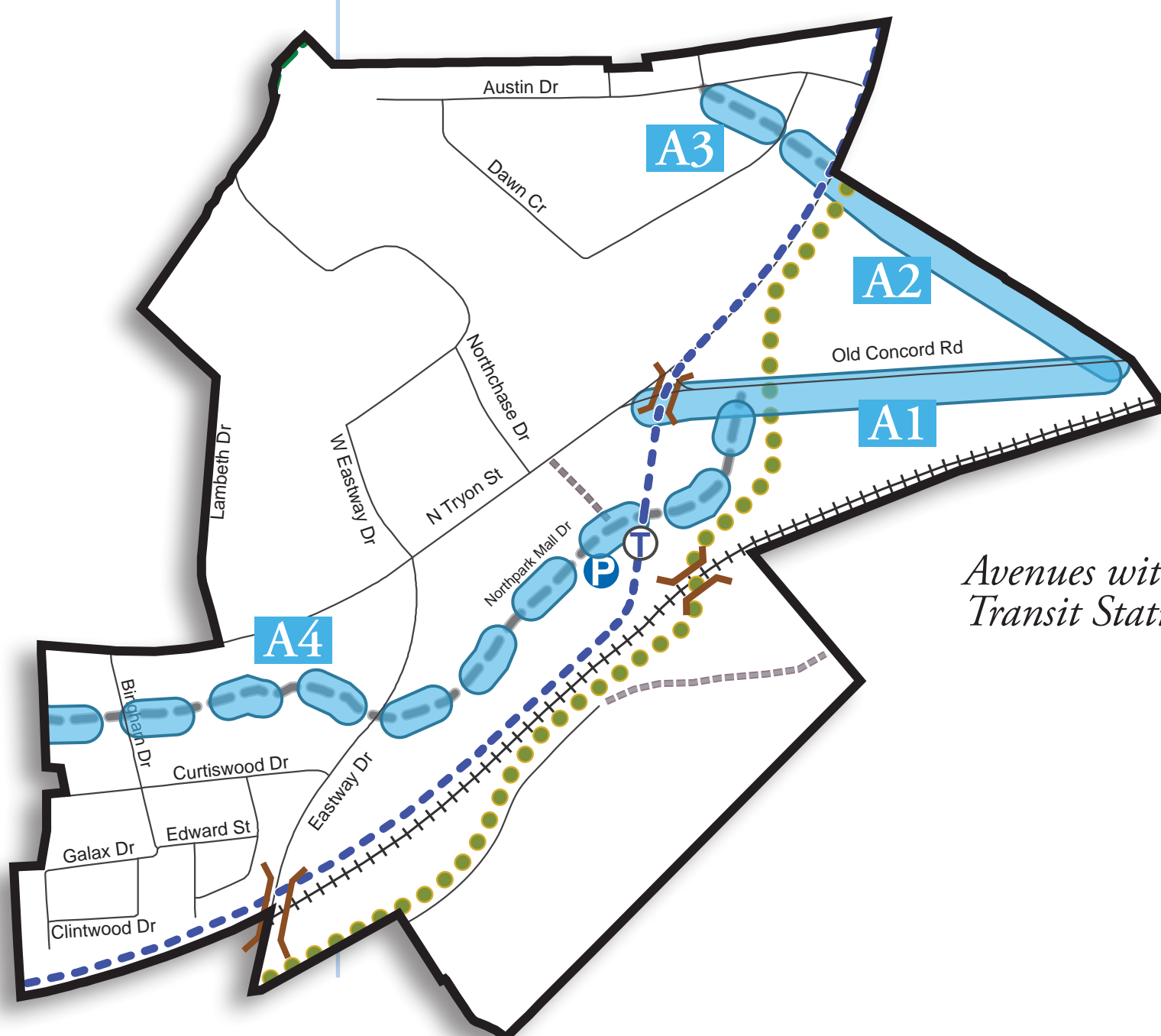
### AVENUES



Concept Plan  
Transportation

Sidewalk	Planting Strip	Parking	Bike Lane	Travel Lane	Median	Travel Lane	Bike Lane	Parking	Planting Strip	Sidewalk
A1: Old Concord Road (North Tryon Street to Orr Road)										
8'	8'	n/a	5'	10'	n/a	10'	5'	n/a	8'	8'
16' setback										
A2: Orr Road (North Tryon Street to Dawn Circle)										
8'	8'	n/a	6'	12'	n/a	12'	6'	n/a	8'	8'
16' setback										
Retain existing curb										
A3: Orr Road (Dawn Circle to Austin Drive)										
6'	8'	n/a	5'	11'	n/a	11'	5'	n/a	8'	6'
16' setback										
Retain existing curb										
A4: Future Philemon Avenue (via Northpark Mall Drive)										
8'	8'	8'*	5'	10'	n/a	10'	5'	8'*	8'	8'
16' setback										
*Option to widen for recessed parking										
16' setback										

Sources: Charlotte Department of Transportation (CDOT), 2012



Avenues within the Old Concord Road Transit Station Area

Blue Line Extension Transit Station Area Plan

DRAFT

Charlotte-Mecklenburg Planning Department

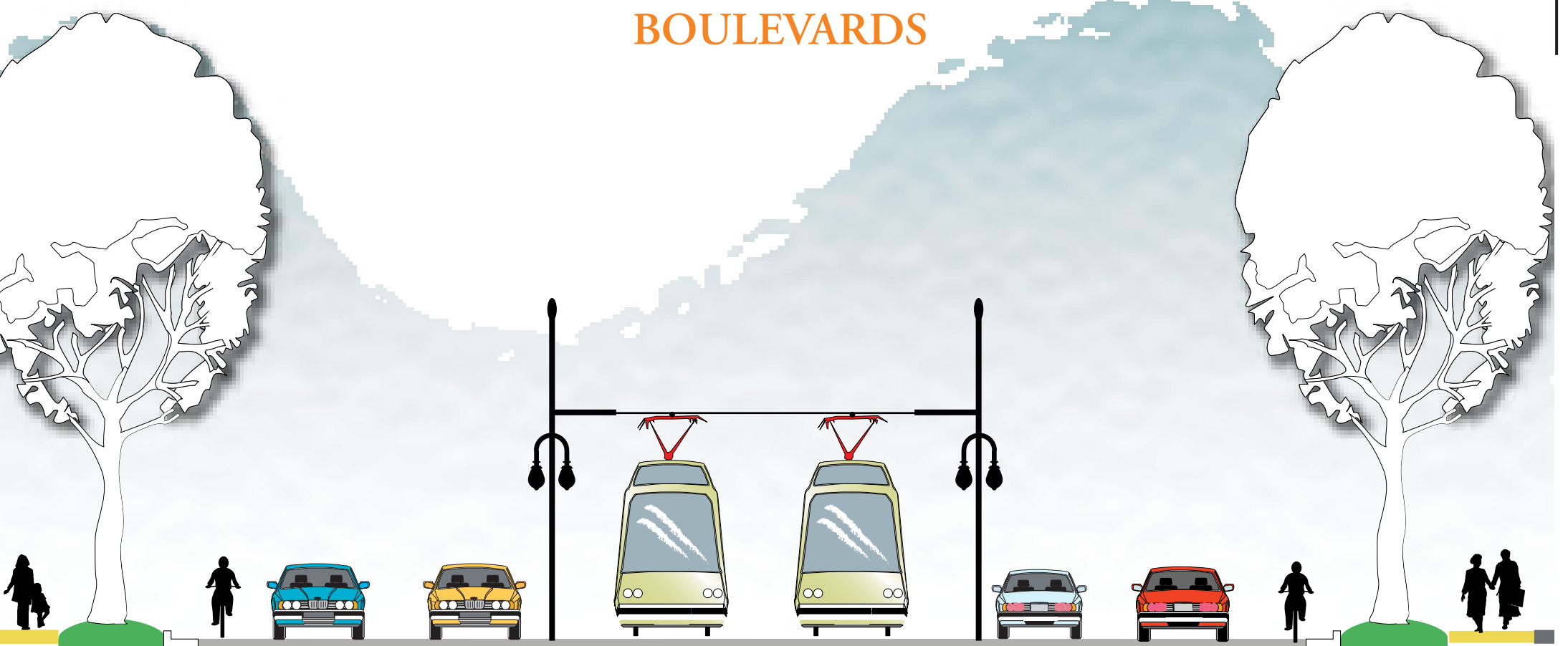
CONCEPT PLAN

DRAFT

77

## Old Concord Road Transit Station Area

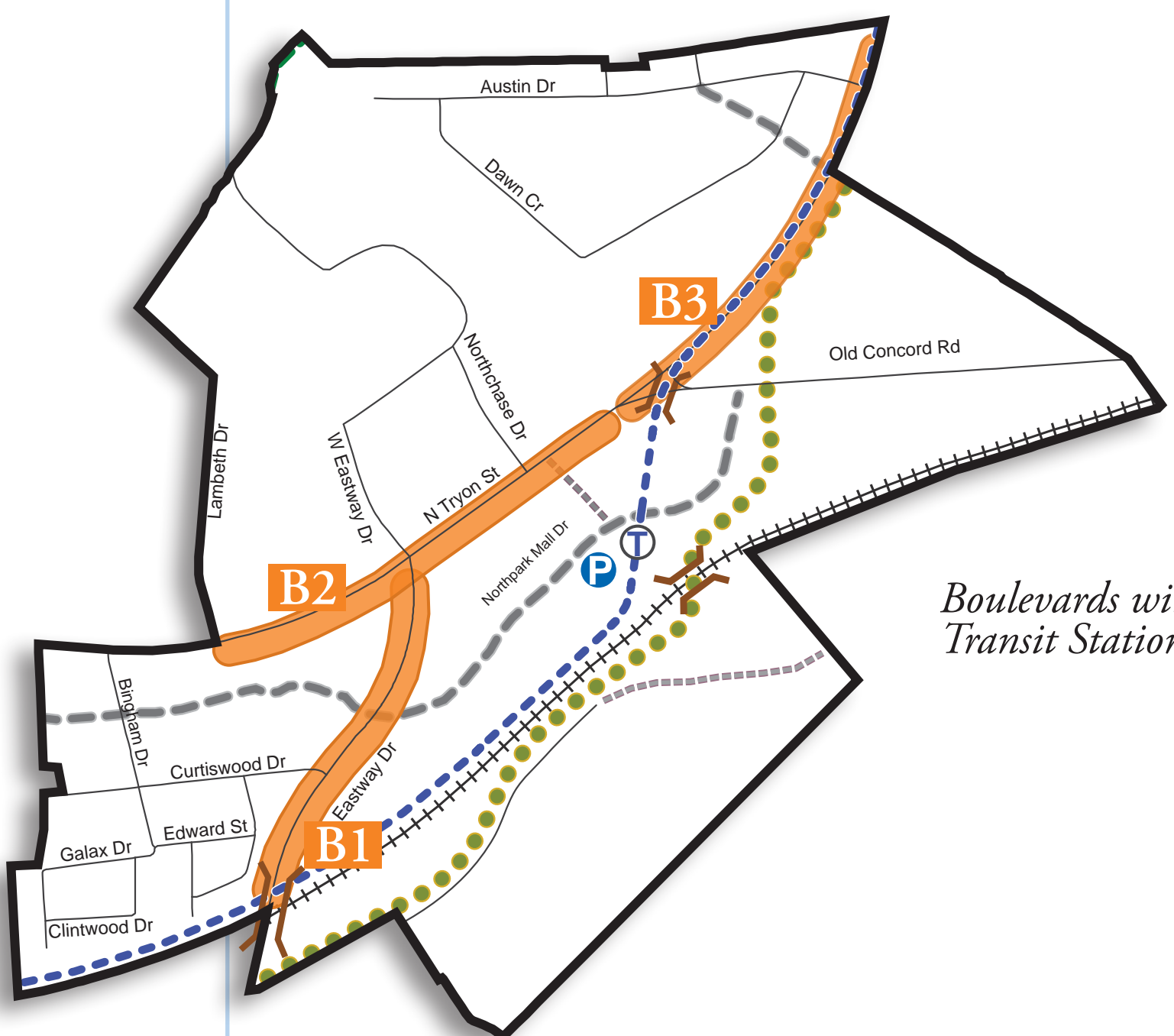
### BOULEVARDS



Concept Plan  
Transportation

Sidewalk	Planting Strip	Bike Lane	Travel Lane	Travel Lane	LYNX	Travel Lane	Travel Lane	Bike Lane	Planting Strip	Sidewalk
B1: North Tryon Street (Sandy Avenue to Austin Drive)										
6'	8'	5'	11'	11'	n/a	11'	11'	5'	8'	8'
24' setback										
Retain existing curb in places (varies)										
B2: North Tryon Street (Bingham Drive to Old Concord Road)										
6'	8'	5'	11'	11'		11'	11'	5'	8'	6'
24' setback										
Mostly retain existing curb (70')										
Additional coordination with NCDOT needed to confirm proposed configuration/dimensions										
B3: North Tryon Street (Old Concord Road to Austin Drive)										
8'	8'	5'	11'	11'	LYNX	11'	11'	5'	8'	8'
24' setback										
Retain existing curb (BLE)										

Sources: Charlotte Department of Transportation (CDOT), 2012



Boulevards within the Old Concord Road Transit Station Area

Blue Line Extension Transit Station Area Plan

CONCEPT PLAN

Charlotte-Mecklenburg Planning Department

DRAFT

DRAFT

78

## Old Concord Road Transit Station Area

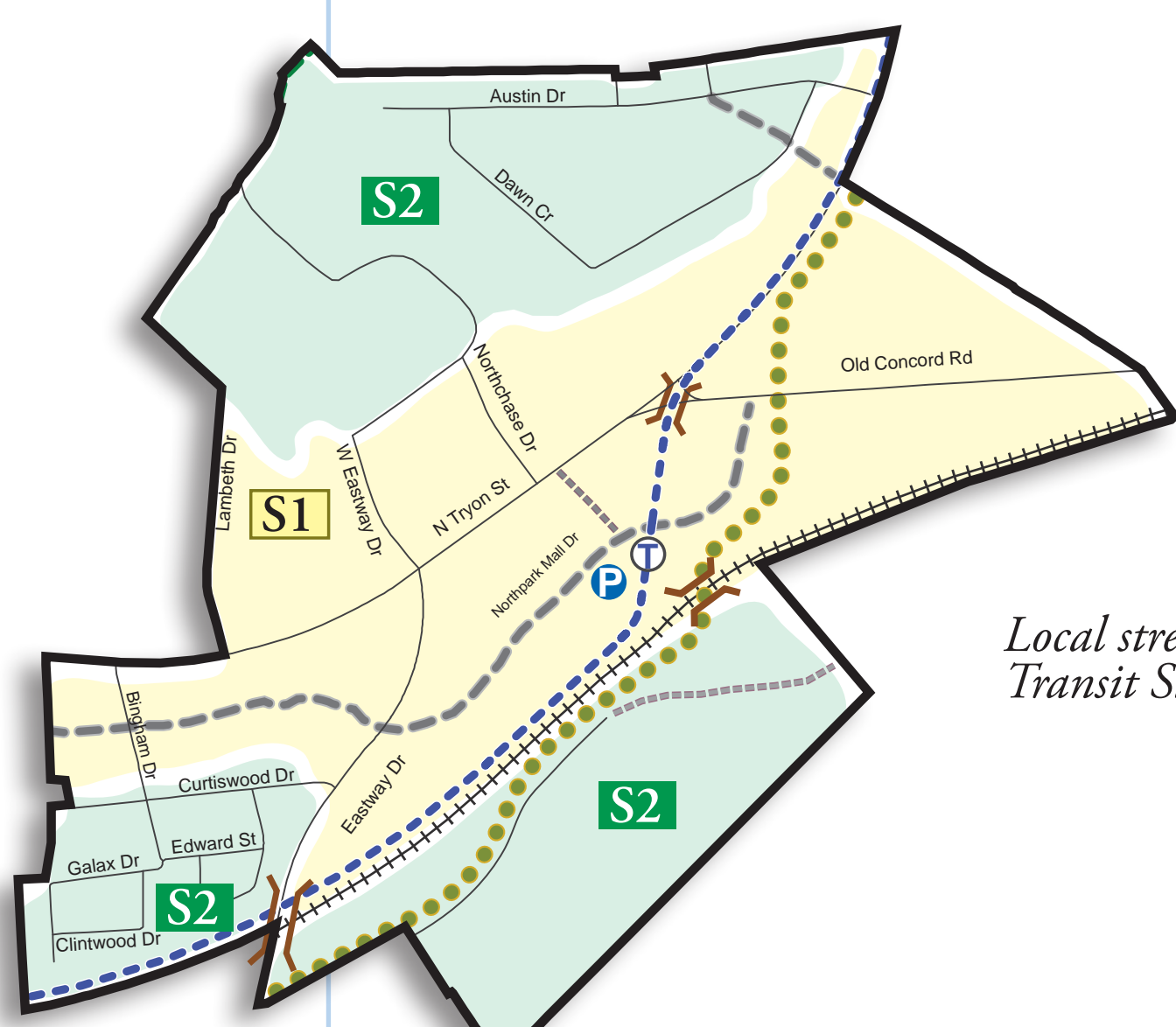
### LOCAL STREETS



Concept Plan  
Transportation

Sidewalk	Planting Strip	Parking	Mixed Travel Zone	Parking	Planting Strip	Sidewalk
S1: Local Streets within Transit-Supportive/Mixed-Use Areas (Various)						
8'	8'	7'	20'	7'	8'	8'
16' setback						
Option for recessed parking (35')						
16' setback						
S2: Local Streets within Low-Density Residential Areas (Various)						
Yield flow						
Per Ordinance requirement						

Sources: Charlotte Department of Transportation (CDOT), 2012



Local streets within the Old Concord Road Transit Station Area

Blue Line Extension Transit Station Area Plan

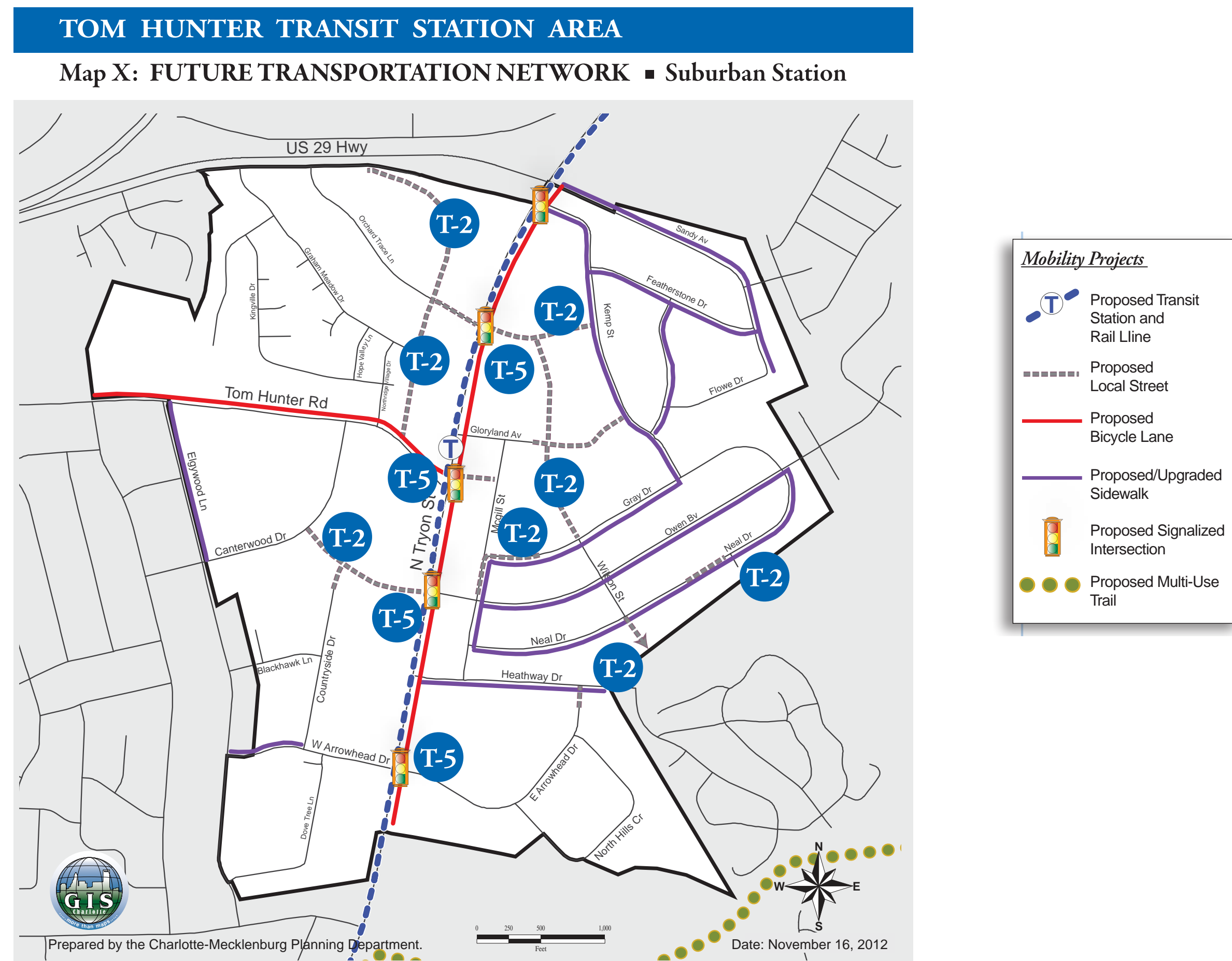
DRAFT

Charlotte-Mecklenburg Planning Department

CONCEPT PLAN

# Transportation Policies

## DRAFT



**Transportation Policies** This section outlines transportation recommendations addressing both proposed new streets and enhancements to existing streets to make them more attractive to pedestrians and bicyclists. These recommendations include future City-sponsored capital improvements, as well as improvements facilitated by private investment during the land development. The general location of these recommendations is shown for each station area. The recommendations are also cross-referenced to item numbers in *Volume 2: Implementation Guide* section of this plan.

### Street Network

**T-1 Develop a new parallel Avenue to North Tryon Street.** The existing street network provides fewer route choices northeast of 36th Street and away from Uptown than there are within the more urban network towards Uptown. An additional parallel route to North Tryon Street will offer an alternative route for local traffic, as development intensifies near each station. Running between 36th Street and Old Concord Road, this proposed Avenue links existing Philemon Avenue, Greensboro Street, and Northpark Mall Drive, creating a continuous parallel route to North Tryon Street.

**T-2 Provide new local street connections** in the Transit Station Areas to create smaller block structure supportive of denser development and pedestrian accessibility to the transit stations. Connections in areas recommended for Transit Supportive future land use are the highest priority, as these are needed to support higher density development, as well as provide more travel choices and enhanced access to the station. See also Supporting Street Network within the Future Land Use sections of each Station Area for a description of proposed streets.

**T-3 Transform key street corridors.** Strengthen business corridors and complement the stabilization of surrounding neighborhoods by enhancing the following street segments (\*denotes candidate for street conversion or “road diet”):

- Parkwood Avenue\* from North Caldwell Street to North Davidson Street (Parkwood Station Area);
- North Davidson Street from Parkwood Avenue to East 34th Street (Parkwood, 25th Street, and 36th Street Station Areas);
- Matheson Avenue\* from North Tryon Street to The Plaza (25th Street and 36th Street Station Areas);
- The Plaza from East Sugar Creek Road to The Plaza (Sugar Creek Station Area); and
- North Tryon Street from Sugar Creek Road to Old Concord Road (Sugar Creek and Old Concord Road Station Areas).

**T-4 Enhance key gateway intersections.** Provide a transition point or gateway to the station area, with traffic calming treatments and pedestrian crossing enhancements at the following intersections:

- Parkwood Avenue at East 16th Street (Parkwood Station Area);
- North Davidson Street at Jordan Place (25th Street Station Area);
- North Davidson Street at North Brevard Street (36th Street Station Area); and
- North Tryon Street at Sugar Creek Road (Sugar Creek Station Area).

**T-5 Add new signalized intersections.** The Blue Line Extension project will add several new signals at the following locations:

- Parkwood Avenue and North Brevard Street (Parkwood Station Area);
- North Tryon Street and Orr Road (Old Concord Station Area);
- North Tryon Street and Arrowhead Drive (Tom Hunter Station Area);
- North Tryon Street and Owen Boulevard (Tom Hunter Station Area); and
- North Tryon Street and Orchard Trace Lane (Tom Hunter Station Area); and
- East Sugar Creek Road and North Davidson Street (Sugar Creek Station Area).

### Bicycle and Pedestrian Network

**T-6 Develop a multi-use trail** linking Uptown and the University area via Station Areas. The Little Sugar Creek is physically constrained through the rail yards beneath the Matheson Avenue Bridge and disconnected from the NoDa neighborhood. The planned re-location of the AC&W railroad provides an opportunity to utilize a more accessible route. This route would connect to the Greenway along the creek southwest of Brevard Street, as well as continue along Brevard Street into Uptown, thereby serving both commuters and recreational users. The following strategies are recommended to create a seamless trail from Uptown and Little Sugar Creek to the University and Toby Creek:

- From the LYNX trail in Uptown to Brevard Street, construct a side path along 12th Street;
- From 12th Street to Parkwood Avenue, utilize Brevard Street as a signed bike route;
- Through Optimist Park, construct a buffered cycle track along Parkwood Avenue and North Brevard Street;
- Through NoDa, utilize the AC&W right-of-way as a Rail-to-Trail project;
- Through Howie Acres, add route signage, shared lane markings and park paths;
- Along Eastway Drive, construct a 10-foot minimum side path;
- Through Eastway Community Park, provide signage and shared lane markings;
- Construct a trail underpass of the NCRR between Eastway Community Park and the Old Concord Road station; and
- Northeast of the Old Concord Road Station, follow the planned Carolina Thread Trail to Toby Creek Greenway via North Tryon Street side path and off-road trails in Newell.

**T-7 Provide pedestrian crossings for the proposed trail.** The proposed Little Sugar Creek Greenway and Cross-Charlotte Multi-Use Trail cross Avenues and Local Streets in a number of places without any signal. These locations are recommended for a future pedestrian crossing. Treatments may include median refuge islands, curb extensions, raised crosswalks, or flashing beacons.

**T-8 Provide pedestrian crossings for station access.** There are some locations where pedestrian access to a station would be enhanced with a pedestrian crossing away from existing signalized intersections. These locations include North Davidson Street at 25th Street (25th Street Station), North Tryon Street at Dorton Street (Sugar Creek Station), and North Tryon Street at Crossroads School (Old Concord Road Station).

**T-9 Create bicycle lanes along Avenues** via street conversions and streetscape projects. A street conversion results in a reallocation of pavement via new pavement markings following a scheduled resurfacing. A streetscape project may include additional physical improvements to the street, such as curb extensions and medians.

**T-10 Add shared lane markings to Main Streets and physically constrained Avenues.** Main Streets provide a mixed travel environment for cyclists. Shared lane markings on Main Streets may help remind motorists to share the road. Avenues, on the other hand, ideally have bicycle lanes. However, where major redevelopment is largely not envisioned by the Plan, shared lane markings provide an opportunity to complete gaps in the thoroughfare bicycle network.

**T-11 Eliminate gaps within the sidewalk system.** Some streets in the Station Areas lack sidewalks. The City’s Sidewalk Program can help to address some of these gaps. Identified gaps on the following maps may first require verification of citizen support through a petition-based process prior to implementation.

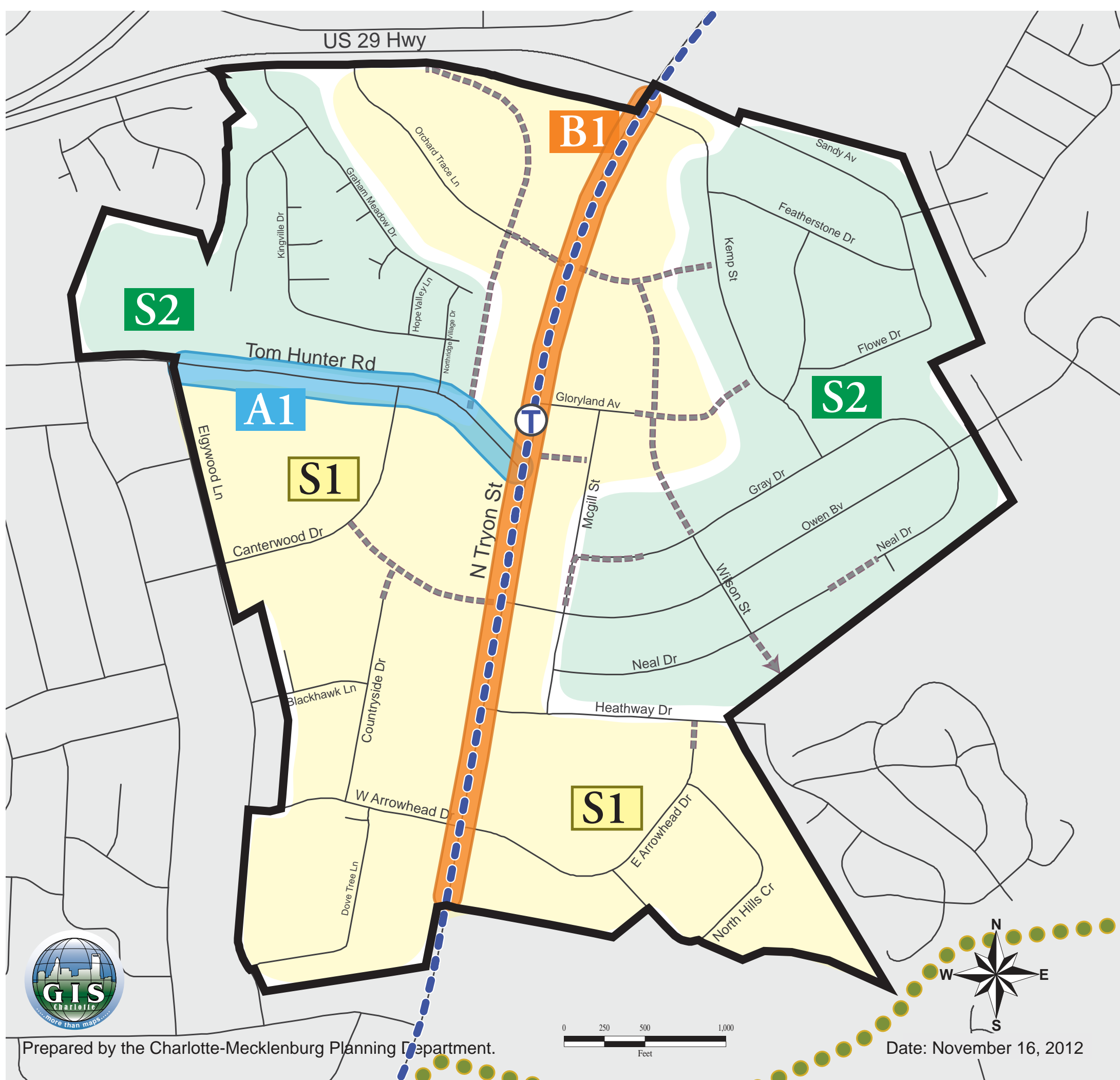
DRAFT

79

TOM HUNTER TRANSIT STATION AREA

Map X: CROSS-SECTION LOCATIONS

Suburban Station



Tom Hunter Cross-Sections Locations

Avenues	Boulevards	Local Streets
A1 Tom Hunter Rd (N Tryon St to Elgywood Ln)	B1 North Tryon St (Austin Dr to Sandy Av)	S1 Transit-Supportive/Mixed-Use Areas
		S2 Low-Density Residential Areas



BLE Transit Station Area Plan

Concept Plan Transportation



Blue Line Extension Transit Station Area Plan

CONCEPT PLAN

Charlotte-Mecklenburg Planning Department

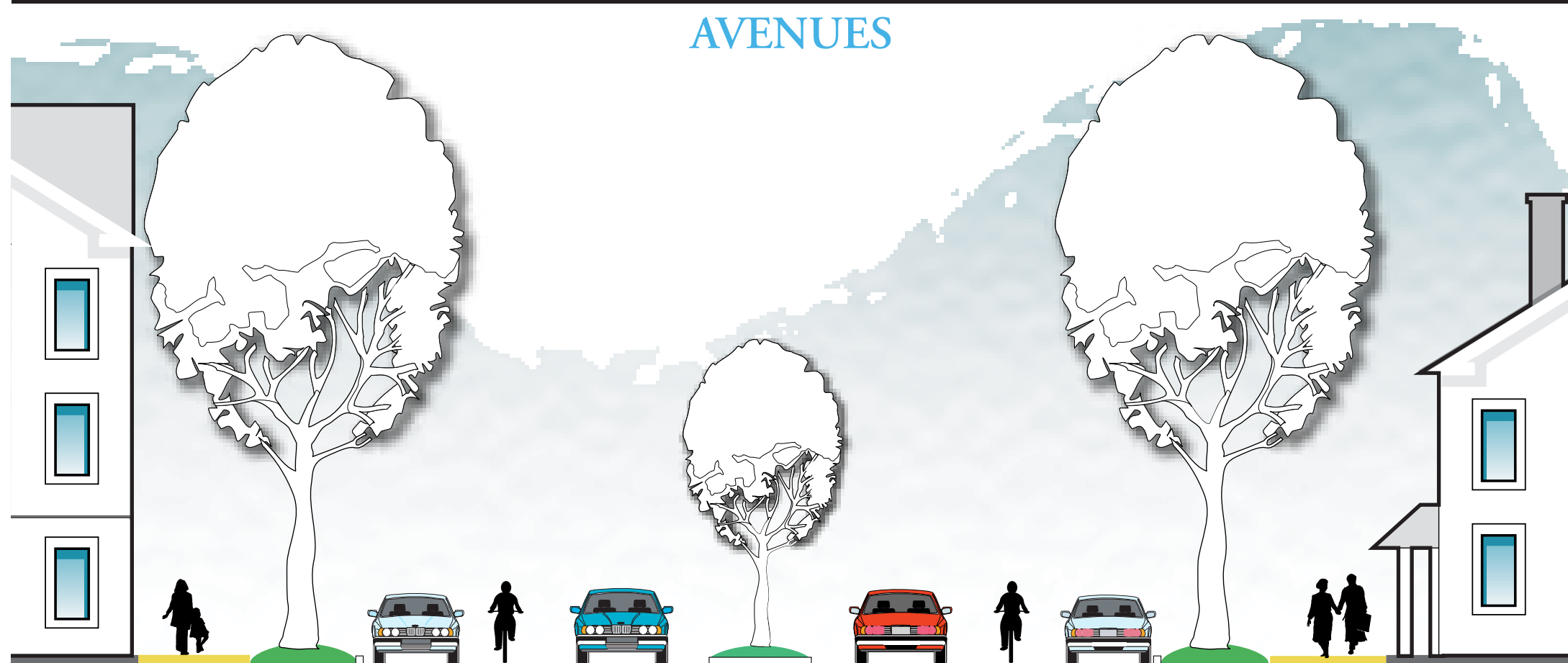
DRAFT

DRAFT

80

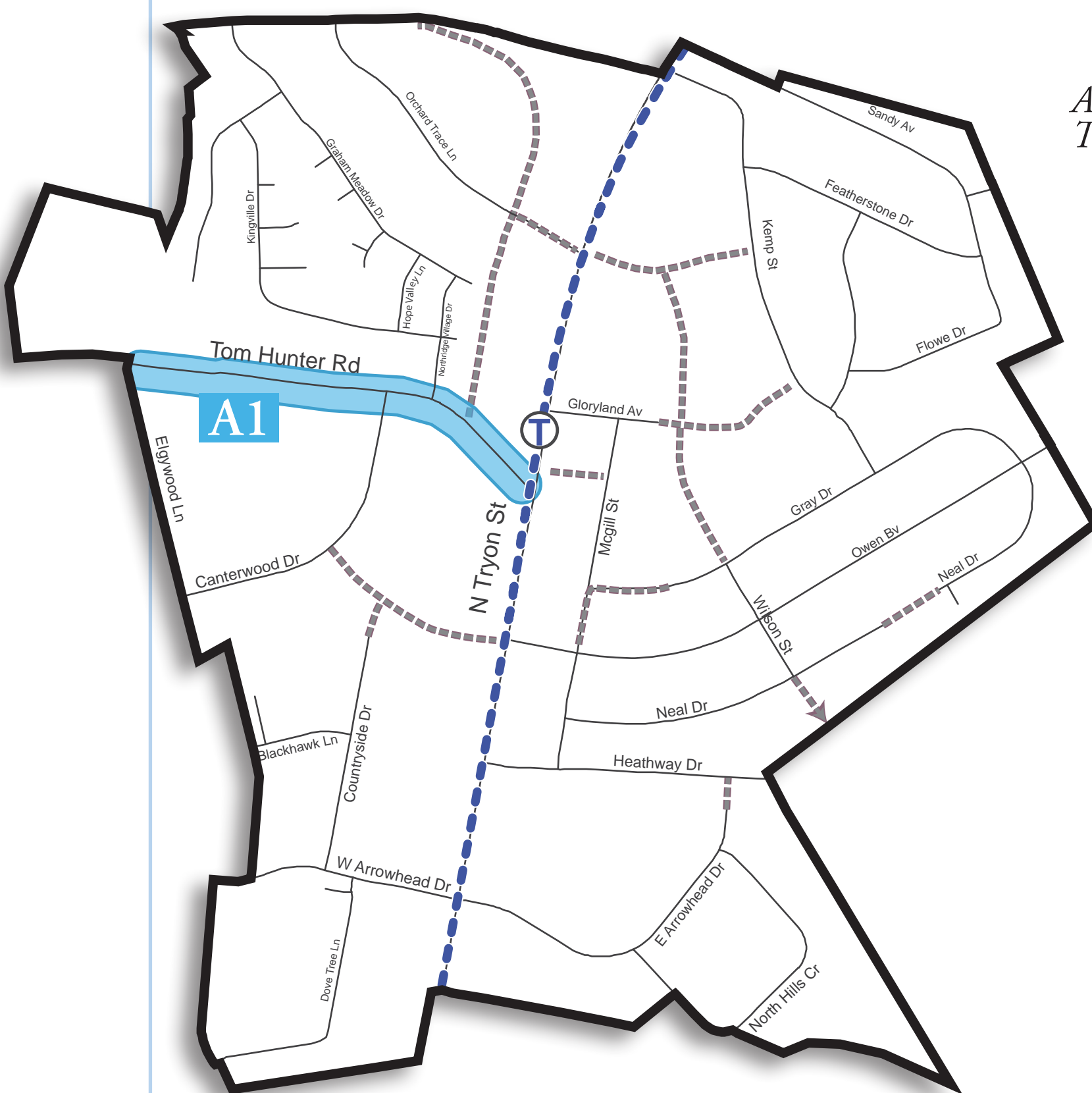
Tom Hunter Transit Station Area

AVENUES



Sidewalk	Planting Strip	Parking	Bike Lane	Travel Lane	Median	Travel Lane	Bike Lane	Parking	Planting Strip	Sidewalk
8'	8'	8'*	5'	10'	n/a	10'	5'	8'*	8'	8'
16' setback		*Option to widen for recessed parking						16' setback		

Sources: Charlotte Department of Transportation (CDOT), 2012



Avenue within the Tom Hunter Transit Station Area

Blue Line Extension Transit Station Area Plan

DRAFT

Charlotte-Mecklenburg Planning Department

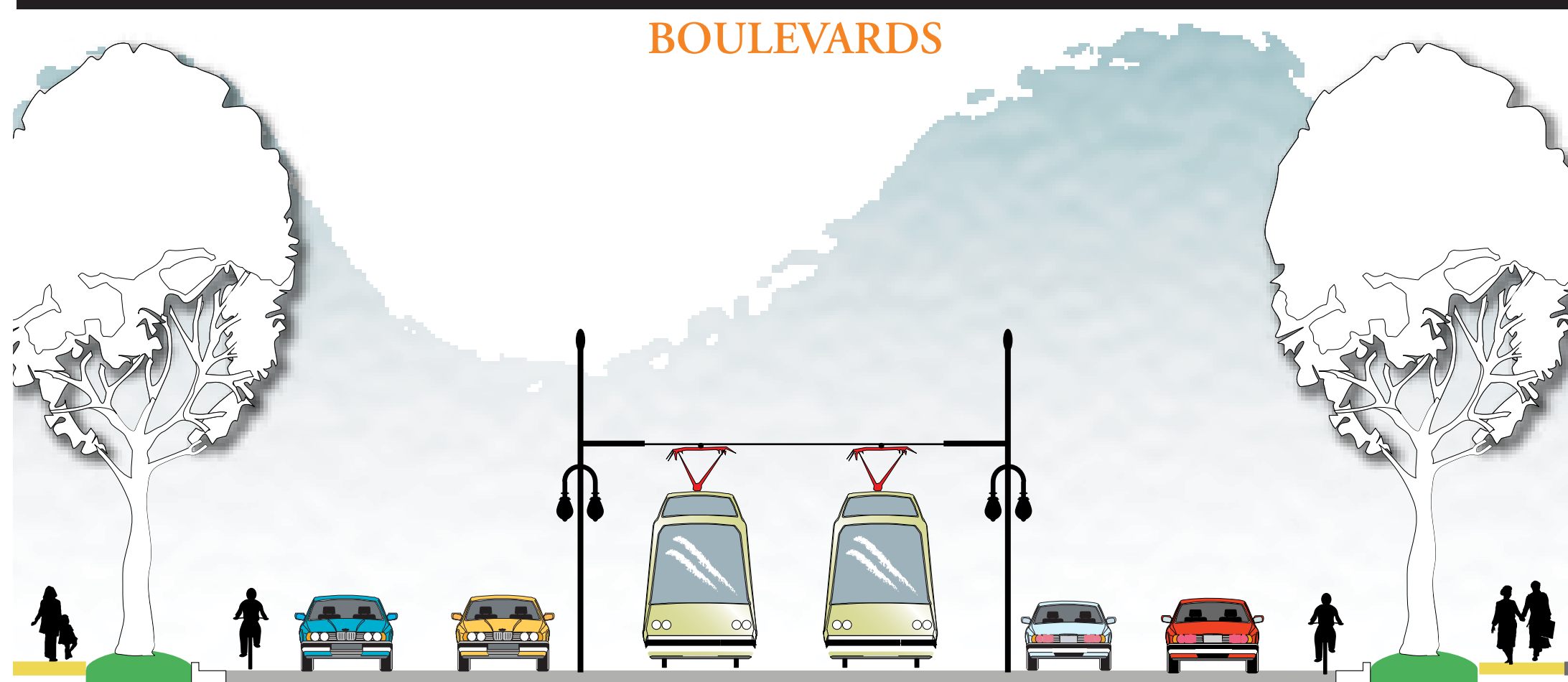
CONCEPT PLAN

DRAFT

81

Tom Hunter Transit Station Area

BOULEVARDS



Sidewalk	Planting Strip	Bike Lane	Travel Lane	Travel Lane	LYNX	Travel Lane	Travel Lane	Bike Lane	Planting Strip	Sidewalk
8'	8'	5'	11'	11'	LYNX	11'	11'	5'	8'	8'
24' setback		Retain existing curb (BLE)						24' setback		

Sources: Charlotte Department of Transportation (CDOT), 2012



Boulevard within the Tom Hunter Transit Station Area

Blue Line Extension Transit Station Area Plan

CONCEPT PLAN

Charlotte-Mecklenburg Planning Department

DRAFT

DRAFT

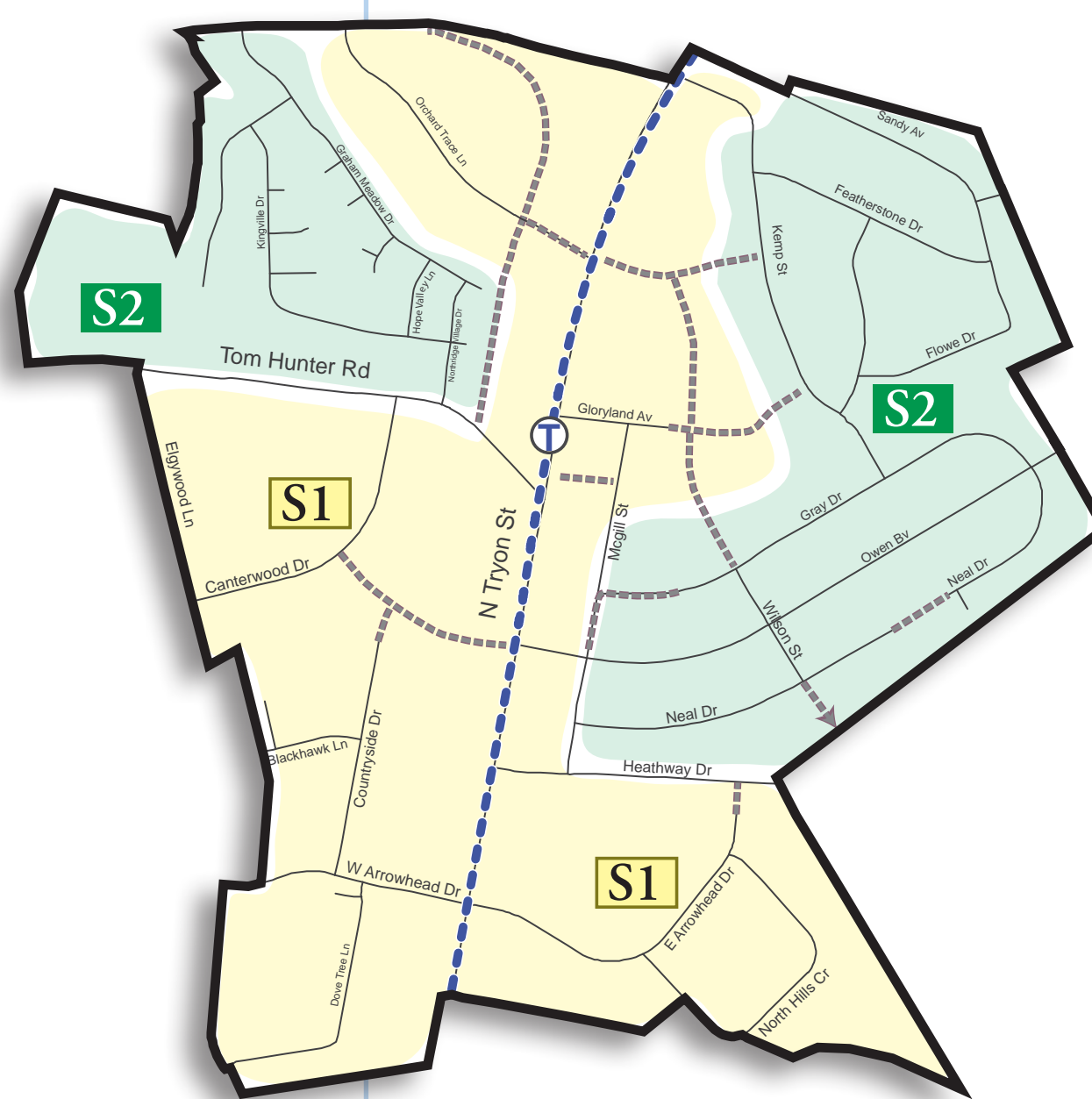
82

Tom Hunter Transit Station Area

LOCAL STREETS



Sidewalk	Planting Strip	Parking	Mixed Travel Zone		Parking	Planting Strip	Sidewalk
S1: Local Streets within Transit-Supportive/Mixed-Use Areas <i>(Various)</i>							
8'	8'	7'	20'		7'	8'	8'
16' setback		Option for recessed parking (35')				16' setback	
S2: Local Streets within Low-Density Residential Areas <i>(Various)</i>							
		Yield flow					
Per Ordinance requirement							



Local streets within the Tom Hunter Transit Station Area

Blue Line Extension Transit Station Area Plan

DRAFT

Charlotte-Mecklenburg Planning Department

CONCEPT PLAN

# Community Design

# DRAFT

Community Design involves planning, creating, and managing the built environment -- buildings, streets, parks, transportation systems, public spaces, and the like. It focuses on the relationship between people and their everyday surroundings.

Good community design should:

- Reflect the vision the community has for its neighborhood and city.
- Promote the health, welfare, and safety of residents.
- Create a more pedestrian and bicycle friendly community.
- Support transportation options.
- Be sensitive to the natural environment.
- Be flexible enough to allow for creativity.
- Strengthen community identity.
- Be easily understood by the public.

Community Design in station areas should help ensure that future development and redevelopment takes advantage of access to transit. It should be used to enhance the community identity of transit station areas and make them attractive, safe, and convenient places in which to live, work, and enjoy.


Design in predominantly residential areas should recognize the size, scale, materials, rhythm, and massing of the surrounding neighborhood. This does not mean that new residential buildings should copy or mimic historic structures, but they may reflect certain design elements commonly found in the area's historic residential buildings. Good site design that recognizes adjacent development patterns, and the use of traditional building materials, can help ensure that new residential development blends as seamlessly as possible into the nearby neighborhood.

Non-residential and mixed-use buildings should be contextual to their surroundings yet exhibit their own unique design qualities and features. What is appropriate for a mixed-use building on North Tryon Street, for example, may not be desirable for East 36th Street, in terms of height, massing, architectural style, building materials, and site plan. It is important to recognize the history, character, and development pattern of the neighborhood when making design decisions for non-residential buildings.

The Community Design policies and recommendations in this plan reflect the City's General Development Policies, especially the Transit Station Area Principles, as well as citizen input provided at the public workshops and through surveys.

Design policies for the station areas are specified in the table on the following pages. The table is divided into four sections, each with its own distinct design policies: 1) Building Architecture and Site Design; 2) Natural Environment; 3) Pedestrian and Vehicle Networks; and, 4) Freestanding Interconnected Buildings. Each section is further divided into land use categories and station area types, Urban (Parkwood, 25th Street, 36th Street, and Sugar Creek) and Suburban (Old Concord and Tom Hunter).



Design Policies <sup>1</sup> D-2 Natural Environment									
	Policy Number	Single Family Detached	Single Family Attached and Multi-Family	Retail-Oriented Mixed/Multi Use	Retail	Office	TOD - Mixed Use	Industrial	
Community Design policies for all stations									
Provide a meaningful amount of usable and accessible open space. In single family development, this should be common open space.	2A	•	•						
Incorporate functional, unique, natural, and/or historical elements into the open space.	2B	•	•	•	•	•	•	•	•
Preserve steep slopes along streams or adjacent to significant natural landscape features.	2C	•	•	•	•	•	•	•	•
Design new development and redevelopment to minimize adverse impacts to the tree canopy.	2D	•	•	•	•	•	•	•	•
Preserve at least 15% of the site as "tree save area" consistent with residential tree ordinance.	2E	•	•						
Use a bridge rather than a culvert at existing creeks, where possible. Avoid piping creeks and minimize channelization.	2F		•	•	•	•	•	•	•
Consider pervious pavement for overflow parking.	2G	•	•	•	•	•	•	•	•
Plan-specific policies for Urban Stations (Parkwood • 25th Street • 36th Street • Sugar Creek)									
Integrate significant functional open space into the design of new development.	2H			•	•	•	•	•	•
Encourage "green" site design and building practices, especially to reduce storm water runoff and provide other environmental benefits.	2I	•	•	•	•	•	•	•	•
Plan-specific policies for Suburban Stations (Old Concord • Tom Hunter)									
Integrate significant functional open space into the design of new development.	2H			•	•	•	•	•	•
Encourage "green" site design and building practices, especially to reduce storm water runoff and provide other environmental benefits.	2I	•	•	•	•	•	•	•	•


<sup>1</sup> Adopted by City Council, the General Development Policies (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Many of the residential and mixed-multi-use center policies for the plan area are based upon these adopted GDP policies. Plan policies that appear in *italic text* are based upon those previously adopted GDP policies. **Additional new plan-specific policies are shown in bold font.** Plan-specific policies augment the GDP design guidelines.




2-B The open space adjacent to Fire Station No. 7 incorporates both functional and unique elements.



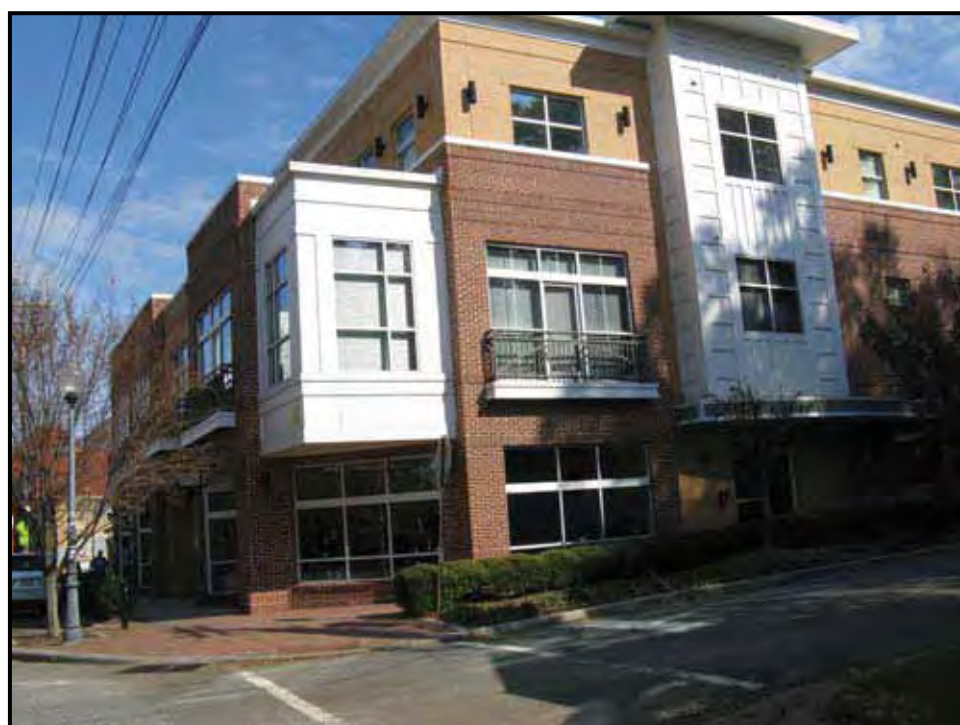
2-C The steep slopes alongside this creek in Cordelia Park have been maintained in a natural state.

Design Policies <sup>1</sup> D-4 Freestanding Interconnected Buildings <sup>1</sup>									
	Policy Number	Single Family Detached	Single Family Attached and Multi-Family	Retail-Oriented Mixed/Multi Use	Retail	Office	TOD - Mixed Use	Industrial	
Freestanding single tenant buildings (out parcels) can be classified as either independent or interconnected. Independent buildings function separate of the surrounding complex while interconnected buildings share parking and site amenities with other buildings in the same complex whether independent or interconnected. The design of freestanding single tenant buildings should be sensitive to the surrounding neighborhood, both built and natural environments.									
Community Design policies for all stations									
<i>Design buildings so that they relate to the overall scale, height and configuration of the center. If drive-through windows and services are included they must not compromise pedestrian circulation.</i>	4A		•	•	•	•	•	•	
<i>Design to encourage (and facilitate) pedestrians to walk to the freestanding building from other buildings within the center. The connections should be directly accessible without creating conflicts with automobiles by providing safe pedestrian pathways and crossings.</i>	4B		•	•	•	•	•	•	
<i>Design the site so that dumpsters, service areas or auxiliary storage do not interfere with, and are not visible from, the pedestrian circulation area and do not negatively impact surrounding residential areas.</i>	4C		•	•	•	•	•	•	
<i>Cluster site layout in a village arrangement around shared amenities.</i>	4D			•	•	•	•	•	
Plan-specific policies for Urban Stations (Parkwood • 25th Street • 36th Street • Sugar Creek)									
Design buildings to address the primary street with minimized setback wherever possible.	4E		•	•	•	•	•	•	
Encourage "green" site design and building practices, especially to reduce storm water runoff and provide other environmental benefits.	4F		•	•	•	•	•	•	
Plan-specific policies for Suburban Stations (Old Concord • Tom Hunter)									
Design buildings to address the primary street with minimized setback wherever possible.	4E		•	•	•	•	•	•	
Encourage "green" site design and building practices, especially to reduce storm water runoff and provide other environmental benefits.	4F		•	•	•	•	•	•	

<sup>1</sup> Adopted by City Council, the General Development Policies (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Many of the residential and mixed-multi-use center policies for the plan area are based upon these adopted GDP policies. Plan policies that appear in *italic text* are based upon those previously adopted GDP policies. **Additional new plan-specific policies are shown in bold font.** Plan-specific policies augment the GDP design guidelines.

Design Policies <sup>1</sup> D-1 Building Architecture and Site Design									
	Policy Number	Single Family Detached	Single Family Attached and Multi-Family	Retail-Oriented Mixed/Multi Use	Retail	Office	TOD - Mixed Use	Industrial	
Good building design enhances the community. Design policies provide direction for both new and infill development and need not result in uniformity of design.									
Community Design policies for all stations									
<i>Discourage tearing down historic or architecturally significant structures. Instead, encourage the reuse of historic structures.</i>	1A	•	•	•	•	•	•	•	
<i>Orient building towards the street. Orient residential building towards the street (unless a thoroughfare) or common open space. Provide pedestrian access to the street.</i>	1B	•	•	•	•	•	•	•	
<i>Avoid blank walls along pedestrian circulation areas.</i>	1C	•	•	•	•	•	•	•	
<i>Design buildings with transparent openings, ornamentation, and architectural character.</i>	1D	•	•	•	•	•	•	•	
<i>Establish entrances with pedestrian interest.</i>	1E	•	•	•	•	•	•	•	
<i>Arrange buildings in an orderly block pattern.</i>	1F		•	•	•	•	•	•	
<i>Design buildings with human scale and visual interest in mind.</i>	1G	•	•	•	•	•	•	•	
<i>Minimize impacts of drive-thru development.</i>	1H		•	•	•	•	•	•	
<i>Design for pedestrian safety.</i>	1I		•	•	•	•	•	•	
<i>Locate dumpsters and service areas away from residential areas.</i>	1J		•	•	•	•	•	•	
Plan-specific policies for Urban Stations (Parkwood • 25th Street • 36th Street • Sugar Creek)									
Integrate significant functional open space into the design of new development.	1K	•	•	•	•	•	•	•	
Locate parking to the rear of buildings whenever feasible, with alley access if available.	1L	•	•	•	•	•	•	•	
Place utilities underground wherever possible. Screen aboveground utilities with landscaping or architectural features or walls.	1M		•	•	•	•	•	•	
Encourage architectural design that complements the style, character, and materials of surrounding structures that contribute to the neighborhood character.	1N	•	•	•	•	•	•	•	
Ensure the scale and setback of buildings is compatible with adjacent structures.	1O	•	•						
Encourage shared residential driveways to reduce pavement area and curb cuts and maximize green space.	1P	•	•						
<i>(36th Street Station Area only) For infill buildings on North Davidson Street between 34th Street and 36th Street, setback, streetscape cross-section, and sidewalk width should match the predominant condition on the block face.</i>	1Q	•	•						
Plan-specific policies for Suburban Stations (Old Concord • Tom Hunter)									
Integrate significant functional open space into the design of new development.	1K		•	•	•	•	•	•	
Locate parking to the rear of buildings whenever feasible, with alley access if available.	1L	•	•	•	•	•	•	•	
Place utilities underground wherever possible. Screen aboveground utilities with landscaping or architectural features or walls.	1M		•	•	•	•	•	•	
Encourage architectural design that complements the style, character, and materials of surrounding structures that contribute to the neighborhood character.	1N	•	•	•	•	•	•	•	
Ensure the scale and setback of buildings is compatible with adjacent structures.	1O	•	•						
Encourage shared residential driveways to reduce pavement area and curb cuts and maximize green space.	1P	•	•						

<sup>1</sup> Adopted by City Council, the General Development Policies (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Many of the residential and mixed-multi-use center policies for the plan area are based upon these adopted GDP policies. Plan policies that appear in *italic text* are based upon those previously adopted GDP policies. **Additional new plan-specific policies are shown in bold font.** Plan-specific policies augment the GDP design guidelines.



1-D A mixed-use retail/residential building has transparent glass at street level. The building is separated into smaller visual elements which helps minimize its mass and provides visual interest.




1-N These infill residential structures blend harmoniously with adjacent residential structures, respecting their surroundings in size, scale, massing, setback, and materials.



1-G The large storefront windows in this retail storefront provides visual interest for passersby.



1-P This single family residence shares a driveway with the neighboring house. Both homes have garages at the rear of the lot.

Design Policies <sup>1</sup> D-3 Pedestrian and Vehicle Networks <sup>1</sup>									
	Policy Number	Single Family Detached	Single Family Attached and Multi-Family	Retail-Oriented Mixed/Multi Use	Retail	Office	TOD - Mixed Use	Industrial	
Providing a safe, accessible and comfortable network of streets, sidewalks and pathways for all modes of transportation is an important step in establishing a livable community. The policies below provide guidance for achieving mobility and connectivity for pedestrians, bicyclists, and automobile drivers. Refer also to the City's <i>Urban Street Design Guidelines (2007)</i> and the transportation section of this area plan.									
Community Design policies for all stations									
<i>Provide pedestrian amenities, such as street furniture and pedestrian scale lighting.</i>	3A		•						
<i>Provide ample sidewalk width to accommodate pedestrian circulation, congregation, outdoor dining, and amenities such as street furnishings, trash receptacles, art work and trees.</i>	3B				•	•		•	
<i>Provide bicycle parking in appropriate common areas (for example, near playgrounds, parks, and swimming pools).</i>	3C	•	•						
<i>Provide bicycle parking and storage areas.</i>	3D			•	•	•	•	•	•
<i>Provide pedestrian/bicycle connections to parks, greenways, bikeways, and trails.</i>	3E	•	•	•	•	•	•	•	•
<i>Provide direct pedestrian and bicycle connections between abutting or adjacent developments and transit stops.</i>	3F	•	•	•	•	•	•	•	•
<i>Design streets with pedestrian safety and comfort in mind.</i>	3G	•	•	•	•	•	•	•	•
<i>Create an interconnected sidewalk system.</i>	3H		•	•	•	•	•	•	•
<i>Encourage shared alleys and other forms of access.</i>	3I	•	•						
<i>Encourage shared driveway and alley within the development.</i>	3J			•	•	•	•	•	
<i>Design street system to calm traffic and enhance pedestrian and bicycle activity. Design streets with pedestrian safety and comfort in mind.</i>	3K	•	•	•	•	•	•	•	•
<i>Design and preserve short blocks with an organized street pattern.</i>	3L				•	•	•	•	•
<i>Align collectors at thoroughfare intersections to promote safe crossings for pedestrians, cyclists, and automobile drivers.</i>	3M	•	•						
<i>Provide on-street parking to reduce the size of surface parking lots.</i>	3N	•	•	•	•	•	•	•	•
<i>Provide controlled vehicular entry points through the use of medians and fewer and more strategically located curb cuts.</i>	3O	•	•	•	•	•	•	•	•
<i>Design an internal street system with spine road, including:</i> • Parallel parking, street trees, and sidewalks. • Driveway, secondary streets, and/or pedestrian paths to connect parking lots and primary street. • Sidewalks on secondary streets.	3P		•						
<i>Establish clear "way-finding" signage for pedestrians and automobile drivers.</i>	3Q			•	•	•	•	•	•
<i>Provide safe pedestrian circulation throughout the development, including through parking lots and decks, by incorporating traffic calming measures such as stop signs, speed humps, and speed limit signs.</i>	3R			•	•	•	•	•	•
<i>Provide safe and secure transit waiting facilities.</i>	3S			•	•	•	•	•	•
<i>Establish a central vehicular access into the site from the more auto-oriented street and provide secondary access options from the minor streets.</i>	3T			•	•	•	•	•	•
<i>Design parking lots on a street/block pattern to minimize large surface lots.</i>	3U			•	•	•	•	•	•
<i>Minimize large surface parking lots with smaller pods and extensive landscaping.</i>	3V			•	•	•	•	•	•
<i>Encourage commercial or residential uses in parking decks fronting pedestrian circulation areas.</i>	3W			•	•	•	•	•	•
<i>Design access from surrounding neighborhood so that the appearance is residential in character.</i>	3X			•	•	•	•	•	•
<i>Provide structured parking where feasible to conserve land and minimize surface parking.</i>	3Y			•	•	•	•	•	•
<i>Integrate landscaping with seating along facades when possible and, when practical, work to integrate the existing tree canopy into the site design.</i>	3Z			•	•	•	•	•	•
Plan-specific policies for Urban Stations (Parkwood • 25th Street • 36th Street • Sugar Creek)									
For new and infill development on parcels with less than 100 feet of street frontage, sidewalk width and location should match the adjacent parcels. For all other parcels, development should conform to recommended streetscape plan.	3-AA	•	•	•	•	•	•	•	•
Provide adequate pedestrian-scale lighting along neighborhood streets leading from residential areas to station.	3-AB	•	•	•	•	•	•	•	•
Provide for safe ped-bicycle street crossings on routes leading to station.	3-AC	•	•	•	•	•	•	•	•
Plan-specific policies for Suburban Stations (Old Concord • Tom Hunter)									
Provide adequate pedestrian-scale lighting along neighborhood streets leading from residential areas to station.	3-AB	•	•	•	•	•	•	•	•
Provide for safe ped-bicycle street crossings on routes leading to station.	3-AC	•	•	•	•	•	•	•	•

<sup>1</sup> Adopted by City Council, the General Development Policies (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Many of the residential and mixed-multi-use center policies for the plan area are based upon these adopted GDP policies. Plan policies that appear in *italic text* are based upon those previously adopted GDP policies. **Additional new plan-specific policies are shown in bold font.** Plan-specific policies augment the GDP design guidelines.

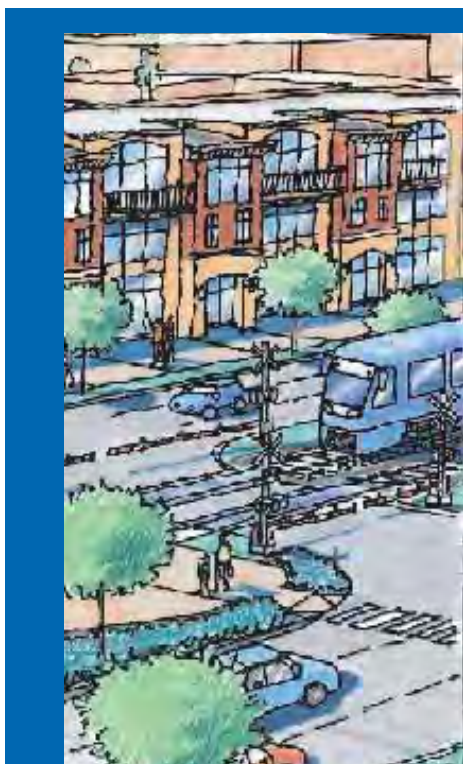


3-D Bicycle parking is provided in a colorful way in front of this strip retail center.



3-G The benches, pedestrian scale lighting, unique planters, and curb extensions all enhance pedestrian comfort and safety.

Infrastructure and Public Facilities



BLE Transit Station Area Plan

Concept Plan Infrastructure and Public Facilities

Public facilities and services addressed in this document include public water and sewer, storm water, police, fire, parks, recreation and schools. As Charlotte-Mecklenburg continues to grow and develop, timely planning for, and coordination of, these services is essential to maintaining the high quality of life residents have come to expect. Other public facilities, such as libraries, medical and social services, are not addressed in these transit station area plans.

There are several public parks, indoor and outdoor recreational facilities, public and private open spaces and greenway facilities in or adjacent to the transit station areas. There are also several schools, both neighborhood-serving (Villa Heights Elementary and Highland Mill Montessori schools) and those that draw from a wider base, such as UNC-Charlotte's Uptown Campus. The Existing Conditions section of the Appendix, page \_\_\_, provides a description of these institutions.

Infrastructure and Public Facilities Policies

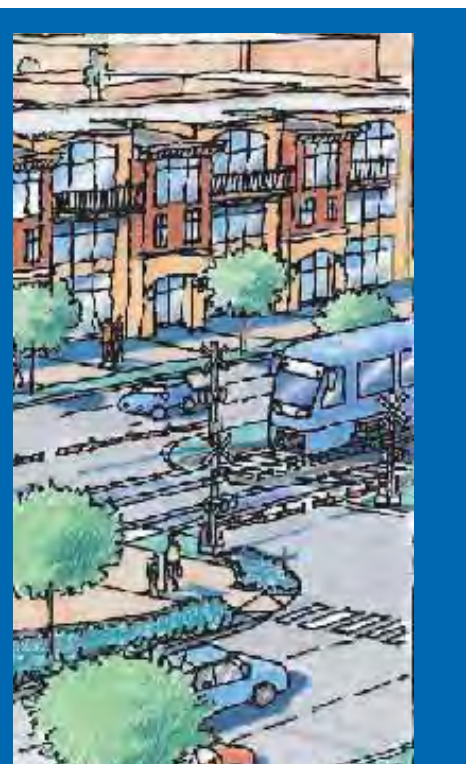
The following policies are intended to enhance, preserve and protect the area's existing public facilities and to encourage infrastructure that serves today's requirements while incorporating innovative practices to meet future needs.

Parks, Greenways and Recreational Facilities Recommendations

The Mecklenburg County Park and Recreation Greenway Plan Update (2008) provides recommendations for several of the station areas' greenways. The Mecklenburg County Park & Recreation draft Center City Parks and Recreation Plan (January 2010) provides recommendations for several of the station areas' parks, greenways, recreational facilities and open spaces. None of the following policies are in conflict with these recommendations.

- P-1 **Support the development of a community park along the Cullman Avenue section of Little Sugar Creek.** In late 2011, Storm Water Services reshaped the portion of Little Sugar Creek along Cullman Avenue to add gentle curves, stabilize and repair eroded stream beds and banks and add a rain garden to reduce erosion and improve water quality. The third phase of the project will restore the floodplain. The community's concept for this restored floodplain includes amenities such as a community garden, dog park, walking trails, children's playground and pedestrian bridge.
- P-2 **Encourage urban open spaces in the Transit Station Area.** New development in the area should provide usable urban open space, either on-site or off-site within the station area. Desirable types of urban open spaces include pocket parks, plazas and community gardens. The areas in immediate proximity to the Arrowood Transit Station are high priority for open space.
- P-3 **Provide opportunities for expansion and improved access for the Little Sugar Creek Greenway in accordance with the Mecklenburg County Park and Recreation master plans.**
- P-4 **Support pedestrian connections to Eastway Park.** Eastway Park is a planned 126 acre park. Phase one, completed in 2009, includes two soccer fields, restroom and community art.

Natural Environment



BLE Transit Station Area Plan

Concept Plan Natural Environment

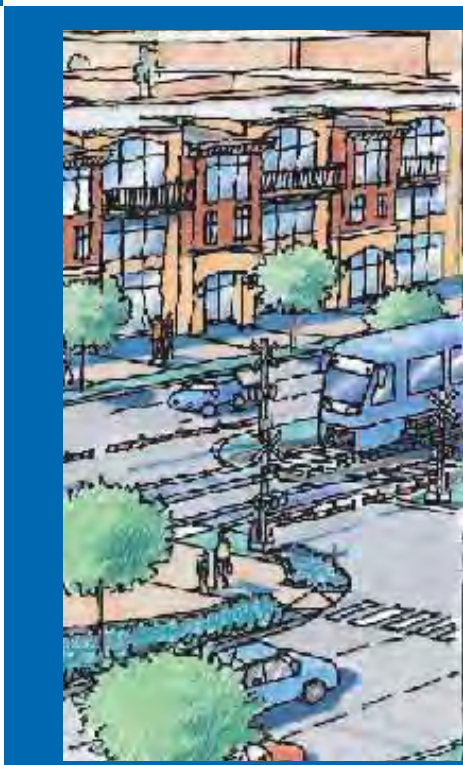
Several of the station study areas include areas of present and former industrial development, much of which is expected to be redeveloped over time. The following environmental recommendations focus on the means to improve air, water and land quality through the redevelopment process.

The establishment of higher densities through transit oriented development zoning, within station areas is intends to improve the environment of the region by focusing growth in station areas. These station areas are then supported by transportation corridors with transit and other infrastructure to relieve the pressure for growth on the outlying greenfield areas; thereby reducing vehicular trips and trip lengths that otherwise would extend to the outer edge of the metropolitan area.

Environmental Recommendations

- E-1 **Make trees a key feature in all station area plan areas.** Many of the residential neighborhoods in the station areas are enhanced by a mature tree canopy. Trees should be an identifying feature for all station areas. In addition to their aesthetic value, trees help to reduce stormwater run-off, slow soil erosion, absorb air pollutants and provide shade. Where street trees currently exist in station areas, they should be maintained and replaced as necessary. Where street trees do not currently exist in the station area, they should be planted as part of new development or redevelopment in accordance with streetscape cross-sections.
- E-2 **Design site plans for new buildings and renovations in the station area to improve water quality for stormwater run-off.** Over the last decade, innovative design solutions have been developed to address the water quality of stormwater runoff. The best practices in on-site stormwater management include the use of bio swales, rain gardens, wet ponds, etc. Because of the large amount of impervious surface area and the proximity to nearby creeks, new development and redevelopment in the station area should be encouraged to incorporate design features that improve the quality of stormwater leaving their site, consistent with the adopted Post-construction Controls Ordinance.
- E-3 **Assist property owners with remediation of sites known or perceived to have contaminated soil.** Soil contamination poses an obvious hazard to the environment; however, it can also serve as an obstacle to development. Since contamination is a potential issue in the transit station areas, property owners should be encouraged to participate in the programs offered by the City of Charlotte to financially assist with the clean-up of contaminated sites.

Public Facilities/Infrastructure Recommendations



BLE Transit Station Area Plan

Concept Plan Infrastructure and Public Facilities

The core of many of the station areas are recommended for higher density redevelopment. Their infrastructure, while sufficient and appropriate for current uses, may require capacity increases for more intense new uses. The following recommendations are intended to address needs for additional or expanded infrastructure and public facilities.

- P-5 **Encourage the incorporation of public art into existing parks, greenways and open spaces and include public art as an integral component in the design of new park facilities.** Public art encourages a sense of place and a distinct identity to a part or outdoor space. It can enhance and beautify an area, spark a conversation, peak ones curiosity, or educate about an important person or event. Public art can even encourage or discourage certain behaviors or movements within public space.
- P-6 **Conduct an infrastructure study to evaluate the adequacy of infrastructure (water, sewer, storm drainage) in the station areas.** The ability of the station areas' infrastructure to support higher density redevelopment and capacity of the other utility systems is not known. To ensure that the station areas will be able to support the new, higher-density development recommended by this plan, a detailed infrastructure analysis is recommended. (NECI)
- P-7 **Encourage the burying of utilities.** Overhead utility lines detract from the appearance of the station area, which in turn may impact the economic competitiveness of a project. Overhead lines also may impact development density due to required clearances from the lines. As redevelopment occurs, opportunities to relocate or bury utility lines should be pursued.

Northeast Corridor Infrastructure Program (NECI)

The Northeast Corridor Infrastructure Program (NECI) will make infrastructure improvements that are intended to support and encourage future development along the BLE.

The program will include intersection enhancements, improved connectivity, streetscapes, sidewalks and bicycle routes. Some of these projects are included in specific station concept plans, but all are included in the Implementation Guide. Implementation of these improvements will enhance access to neighborhoods and businesses and promote transit-oriented development in station areas.