



UNC Charlotte

JW Clay Boulevard

McCullough

University City Boulevard

### *Suburban Stations*

Old Concord Rd • Tom Hunter

### *Urban Stations*

Parkwood • 25th St • 36th St • Sugar Creek

9th Street

7th Street

Charlotte Transportation Center

3rd Street/Convention Center

Stonewall

Carson

Bland

East/West Boulevard

New Bern

Scaleybark

Woodlawn

Tyvola

Archdale

Arrowood

Sharon Road West

I-485/South Boulevard

# *Blue Line*

## *Extension*

*Urban and Suburban stations*

## **Transit Station Area Plan**

Charlotte-Mecklenburg Planning Department

Adopted by Charlotte City Council

May 13, 2013

2013 NORTH CAROLINA MARVIN COLLINS  
OUTSTANDING PLANNING AWARD  
COMPREHENSIVE PLANNING  
Large Community Category



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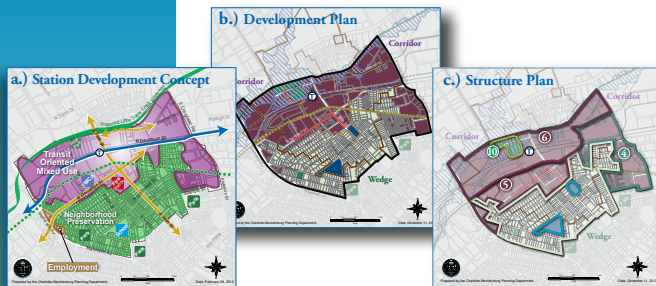


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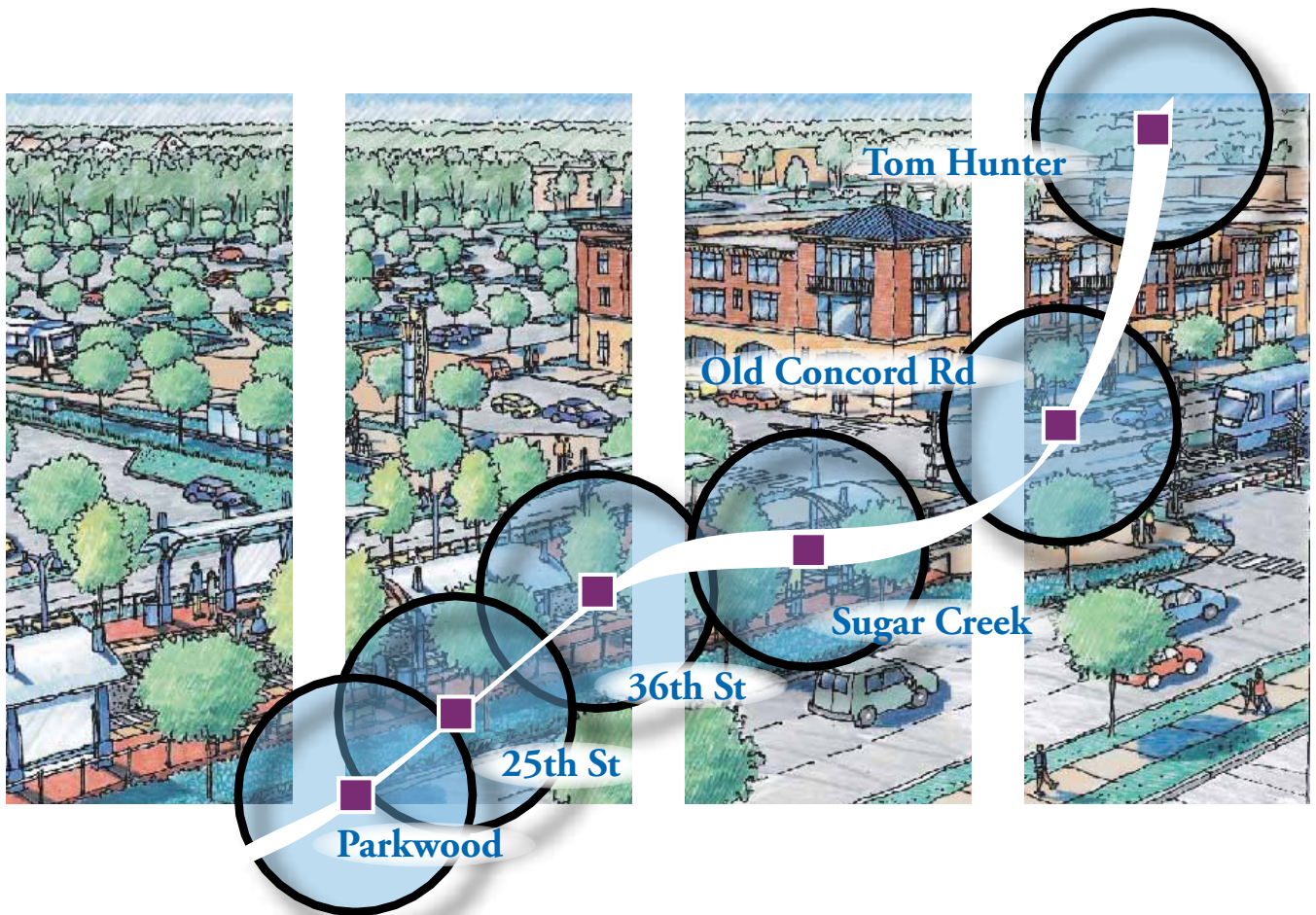
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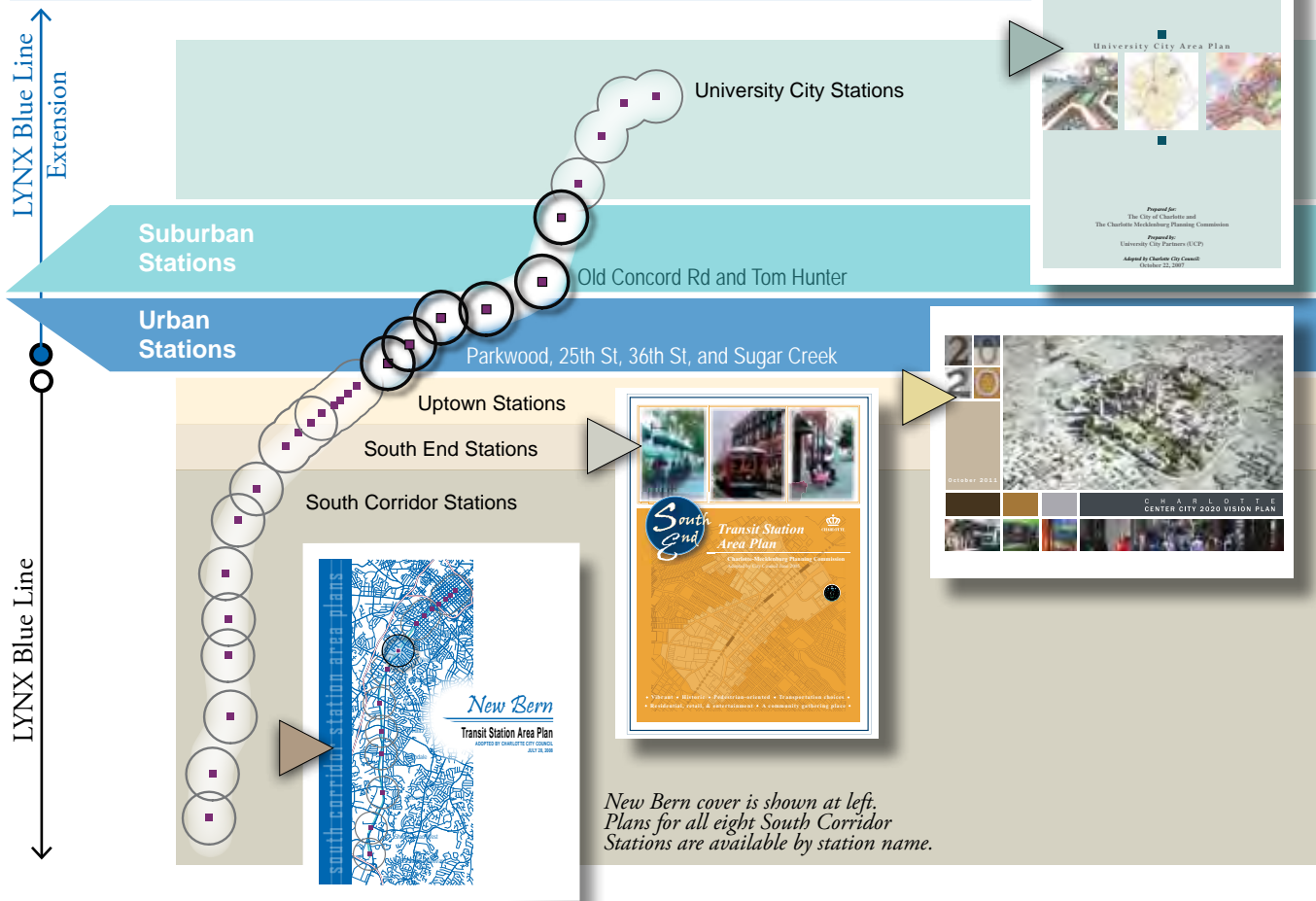
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# Introduction



## LYNX Blue Line & LYNX Blue Line Extension



## LYNX Blue Line Extension

The stations within the extension of the Blue Line include the 9th Street Station, which will be studied under separate cover. In addition, the last four stations are covered in the UCAP (2007) but will ultimately be amended and included in this document.

► *University City Area Plan, adopted 2007*



This document, the *Blue Line Extension Transit Station Area Plan*, will guide the growth patterns and design quality of new development at the six station areas within the plan area.

Suburban Stations

Urban Stations

## LYNX Blue Line

Existing South Corridor stations, covered by the adopted station area plans have spurred economic growth and vitality at the transit stations and its respective station area.



### Adopted Transit Station Area Plans

► *Center City 2020 Vision Plan, adopted 2011*

► *South End Transit Station Area Plan, adopted 2005*

► *New Bern and other South Corridor Station Plans available under individual station names, adopted 2008*

*Blue Line Extension Transit Station Area Plan*



**BLE  
Transit Station  
Area Plan**

## Introduction

*Between 1980 and 2010, Charlotte grew from the 47th to the 17th most populous city in the United States.*

# Introduction

The opening in 2007 of the LYNX Blue Line (South Corridor) Light Rail Transit (LRT) line marked the turning of a page in Charlotte's history. This transportation option provides a competitive alternative to the automobile. With it comes the opportunity to enhance the City's existing growth pattern by promoting higher intensity development where transportation infrastructure capacity is greatest, such as around rapid transit stations.

Adoption of the *Blue Line Extension Transit Station Area Plan* is a key step in promoting continued growth and development in a way that helps achieve our overall community vision, consistent with the *Centers, Corridors and Wedges Growth Framework*. This plan recommends changes to the development pattern around stations along the LYNX Blue Line Extension. Creating these Transit Station Areas within the context of the larger Growth Corridor will help to complement the transit investment, while also accommodating a portion of the City's future growth.

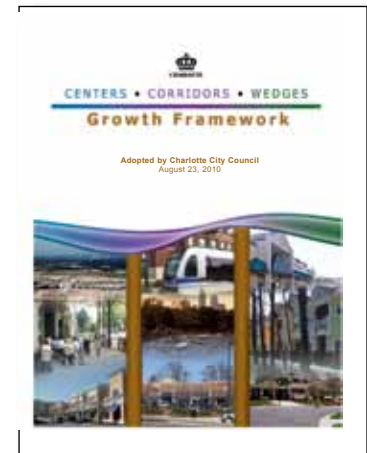
## Growth Framework

Since the 1980s, Charlotte has been one of the nation's fastest growing urban areas. Between 1980 and 2010, Charlotte grew from the 47th to the 17th most populous city in the United States. By 2035, it is projected that Charlotte will gain another 300,000 residents and 320,000 jobs. Charlotte's future will be defined by its ability to effectively accommodate this anticipated population and employment growth.

Historically, the City has accommodated its increasing number of residents and workers by expanding outward. In recent decades the rate of outward expansion has surpassed the rate of population growth. The resulting dispersed growth pattern could ultimately impact the region's economic well-being and quality of life.

In the early 1990s, the City developed a strategy for dealing with its explosive growth – the *Centers, Corridors and Wedges Growth Framework* (CCW). The CCW (updated in 2010) is the over arching land development policy for Charlotte. It revises the original Centers and Corridors concept by establishing a vision for Charlotte's future. It does this by:

1. Identifying three designations for land in Charlotte's "sphere of influence"
  - Activity Centers
  - Growth Corridors
  - Wedges
2. Outlining the desired characteristics of each of these designated categories.



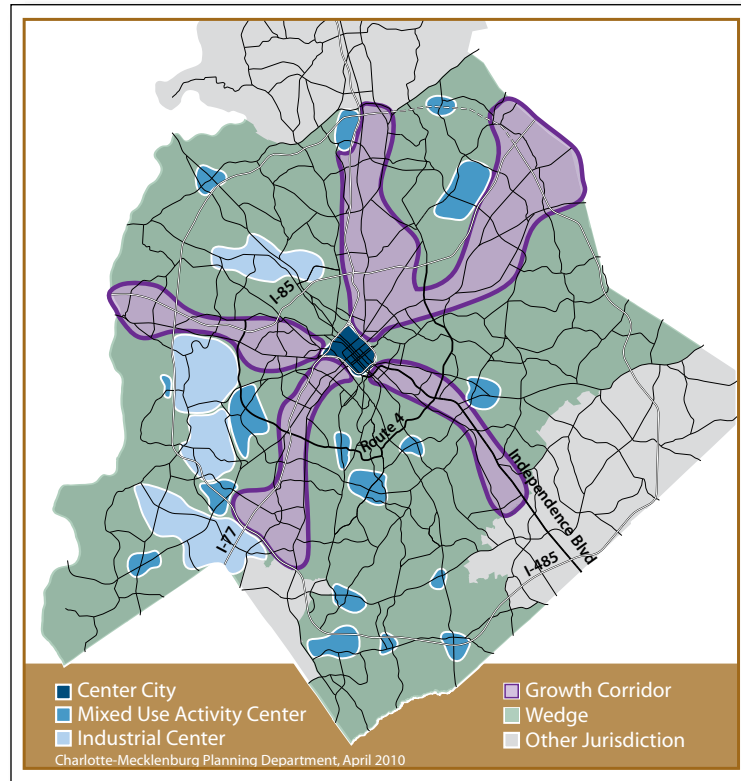




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## Introduction

The *Centers, Corridors and Wedges Growth Framework* (CCW) is intended to guide growth into areas that can best support it and away from areas that cannot. Thus, much of Charlotte's future moderate to higher intensity development is targeted within five major Growth Corridors and in designated Activity Centers, consistent with area plans. This will help maximize existing infrastructure and services. Low to moderate density residential and services supporting neighborhoods is targeted for areas between Corridors, referred to as Wedges.



### Activity Centers

Activity Centers are focal points of economic activity, typically with concentrations of compact development. Many existing Activity Centers have the capacity for significant new growth in conjunction with enhancements to the supporting infrastructure.

### Growth Corridors

Growth Corridors are characterized by the diversity of places they encompass – from historic neighborhoods to vibrant mixed use areas to significant employment and shopping districts – and by the accessibility and connectivity that they provide for these places. Some areas within the Growth Corridors, particularly the Transit Station subareas, are appropriate locations for greater intensity development with appropriate planning and neighborhood support and involvement.

### Wedges

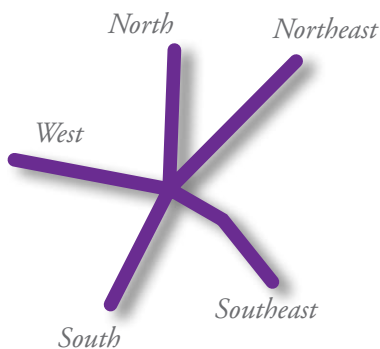
Wedges are the large areas between Growth Corridors, where residential neighborhoods have developed and continue to grow. The Wedges comprise mainly low density housing, as well as a limited amount of moderate density housing and supporting facilities and services.



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## Introduction

### Charlotte's five Growth Corridors



## The City's Five Growth Corridors

Growth Corridors are elongated areas that stretch from Center City to the edge of Charlotte. There are five Growth Corridors – the South, Southeast, Northeast, North and West. These corridors encompass a wide diversity of places, including some with an increasingly urban mixture of residential, office and retail uses, especially in areas near existing or proposed transit stations and/or close to Center City.

Four distinct subareas (photos are examples of these subareas) have been identified within Growth Corridors:

- **Transit Station Areas**

***SOUTH Growth Corridor**  
The Ashton luxury apartments on  
West Tremont Avenue situated near  
the East/West LYNX station*



- **Interchange Areas**

***WEST Growth Corridor**  
Interchange of I-485 and I-85*



- **Established Neighborhood Areas**

***SOUTHEAST Growth Corridor**  
Homes along Fifth Street in the  
established Elizabeth neighborhood*



- **General Corridor Areas**

***NORTHEAST Growth Corridor**  
Sugaw Creek Presbyterian Church  
on the corner of Sugar Creek Road  
and North Tryon Street. All BLE  
meetings were held here.*



The **Northeast Corridor** has the characteristics of a Growth Corridor. Interstate 85, US 29/North Tryon Street, the Norfolk Southern (NS) and North Carolina railroads and future LYNX Blue Line Extension run parallel to one another, allowing for areas of cross-corridor access among land uses. Within the Corridor are a series of future Transit Station Areas long the future LYNX Blue Line Extension. There are also Interchange Areas along I-85, generally addressed in the Transit Station Area Plan as part of the General Corridor Area.



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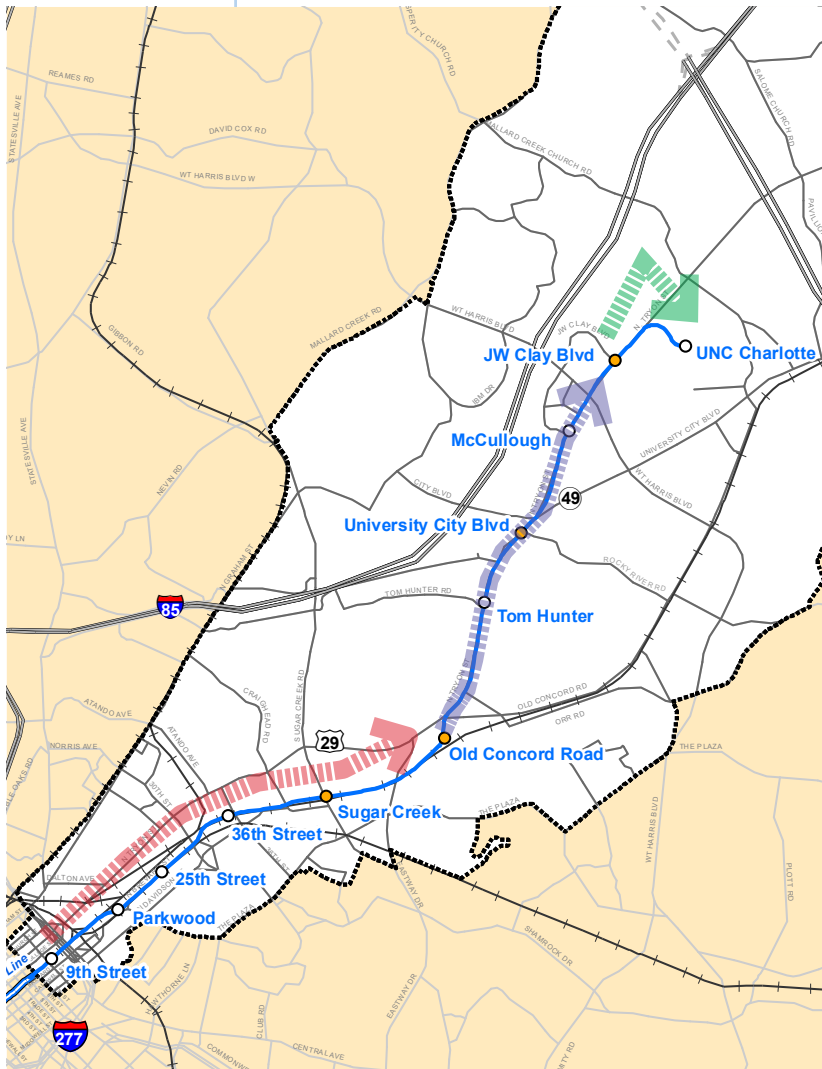
## The Light Rail Transit (LRT) Line

Two characteristics of Growth Corridors make them ideal locations for fixed guideway rapid transit systems. First, their linear nature means that much of the land in a Corridor can be within walking distance or a short driving distance of strategically located transit stations. In this regard, the population of a Corridor is well-served by transit. Secondly, the additional access created by transit allows some parts of a Corridor to absorb higher density development, thereby fulfilling its intended function.

The LYNX Blue Line Extension is the second segment to be developed in Charlotte's comprehensive rapid transit system, defined on **Map 1: 2030 Corridor System Plan**, page 7. LRT was the chosen rapid transit technology for the Northeast Corridor. LRT is composed of an electric train powered by overhead lines operating in a fixed guideway and stopping frequently at stations where riders board from a platform.

Planning for the LYNX Blue Line Extension began in the late 1990s and followed the process required by the Federal Transit Administration (FTA) for projects receiving Federal funding. This included a major investment study (MIS), an Environmental Impact Statement (EIS), Final Design and construction.

### Introduction



The extension of the LRT line will operate along a 9.4 mile route connecting Center City, University City and UNC-Charlotte. Ridership on the light rail system is projected to increase from 26,700 daily riders on the existing LYNX Blue Line to a total of 51,500 daily light rail boardings for the entire alignment (South to Northeast); this represents an addition of 24,800 riders per day on the light rail system alone. The alignment generally parallels the NS/NCRR rail line to the median of US 29/ North Tryon Street, as shown at left. More specifically:

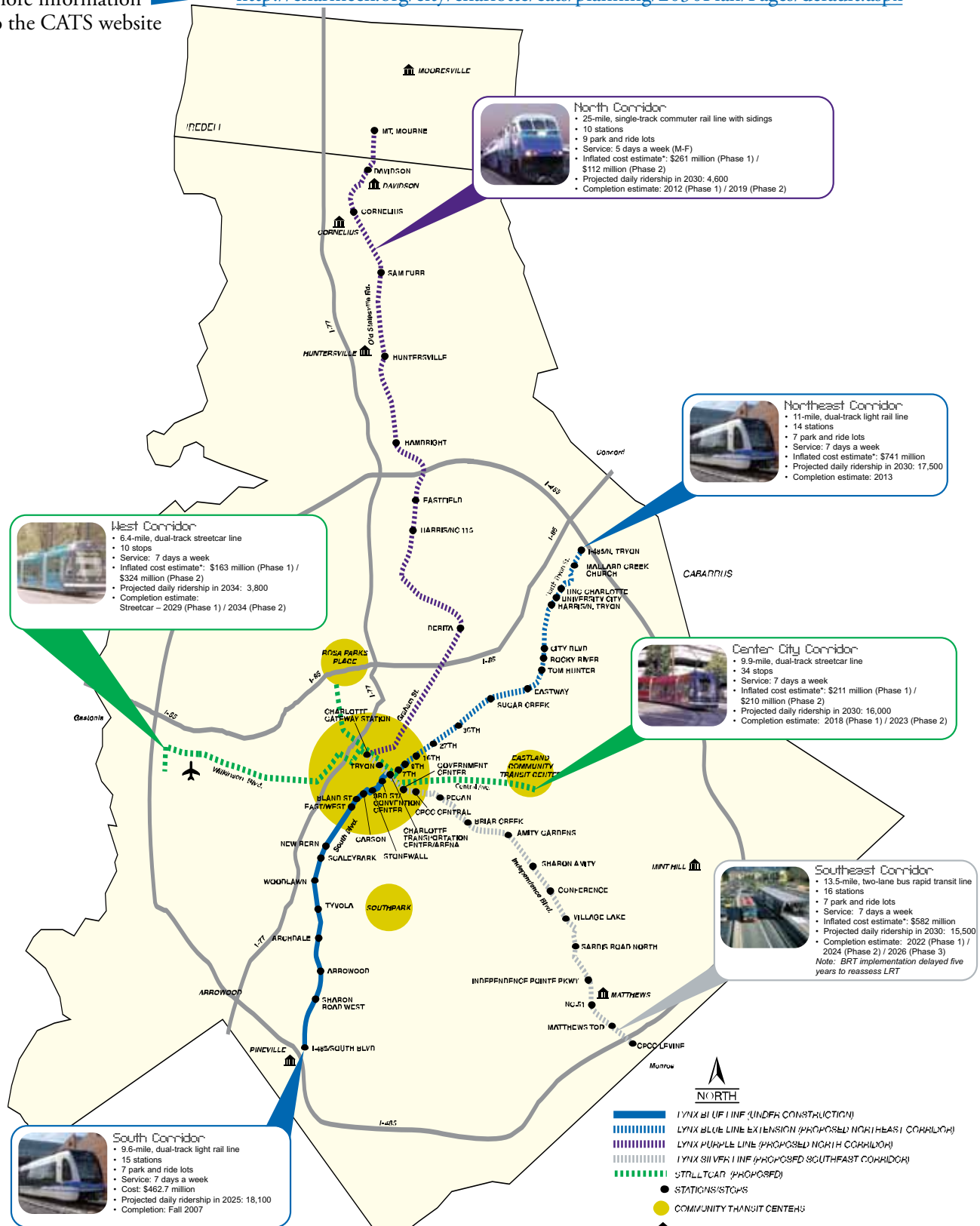
- From JW Clay to UNC-Charlotte,  
*the light rail will operate on new alignment onto the UNC-Charlotte campus;*
- From the Old Concord Road area to JW Clay,  
*the light rail will operate in the median of US 29/North Tryon Street; and*
- From Uptown through the Old Concord Road area,  
*the light rail will operate within the NS/NCRR right of way.*



# Map 1: 2030 Corridor System Plan

for more information  
go to the CATS website

<http://charmeck.org/city/charlotte/cats/planning/2030Plan/Pages/default.aspx>









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Area Plan**

## Introduction

There are eleven stations along the LYNX Blue Line Extension, each with slightly different characteristics. Based on common features, the stations have been categorized into five types. These are shown in the table below.

LYNX Station Types		
BLE Stations	Station Types and Description	Existing LYNX Blue Line Transit Stations
9th St Parkwood 25th St 36th St	<p><b>Urban Stations</b> are walk-up and bike-up stations that serve the area within a ½ mile radius of the station. They do not include park-and-ride facilities. Urban stations are designed to fit within the existing community fabric.</p> <p><i>Urban Stations: Bland, Carson, Stonewall, 3rd St/Convention Center (shown at right), and 7th St</i></p>	
Tom Hunter McCullough JW Clay UNC-Charlotte	<p><b>Neighborhood Stations</b> are primarily walk-up and bike-up stations that serve a 1 mile radius with the support of bus connections. They may include small park-and-ride facilities. They are also designed to fit within the existing community fabric.</p> <p><i>Neighborhood Stations: Archdale (shown at right), Scaleybark, New Bern, and East/West Blvd</i></p>	
Sugar Creek Old Concord	<p><b>Community Stations</b> serve multiple destinations within a 3 mile radius with heavy reliance on bus connections and park-and-ride facilities. They are often located in areas that are not initially transit oriented development.</p> <p><i>Community Station: Sharon Rd West and Arrowood (shown at right)</i></p>	
University City City Boulevard	<p><b>Regional Stations</b> are located at the end of the line or near regional roadways, serving an area of 5 miles or greater with the assistance of bus connections and park-and-ride facilities. Even though they are frequently located in greenfield environments, their access creates a relatively strong potential for transit oriented development.</p> <p><i>Regional Station: I-485/South Blvd (shown at right), Tyvola, and Woodlawn</i></p>	
	<p><b>Multi-modal Stations</b> are located on the confluence of multiple rapid transit lines, providing transfer between these modes.</p> <p><i>Multi-Modal Stations: Charlotte Transportation Center (shown at right)</i></p>	



**BLE  
Transit Station  
Area Plan**

## Introduction

*One of the purposes of the Blue Line Extension Plan is to facilitate the right mix of development.*

# Transit Station Area Plans

A Transit Station Area, as envisioned by the *Centers, Corridors and Wedges Growth Framework*, will be established around each of the stations along the LYNX Blue Line Extension. The City is developing Transit Station Area plans to guide the growth of these areas. Plans typically examine a study area larger than the ½ mile walk distance to the station to provide context for the station area. In fact, they can cover a broad cross-section of a Corridor, including Established Neighborhood Areas, Interchange Areas and even portions of Wedges.



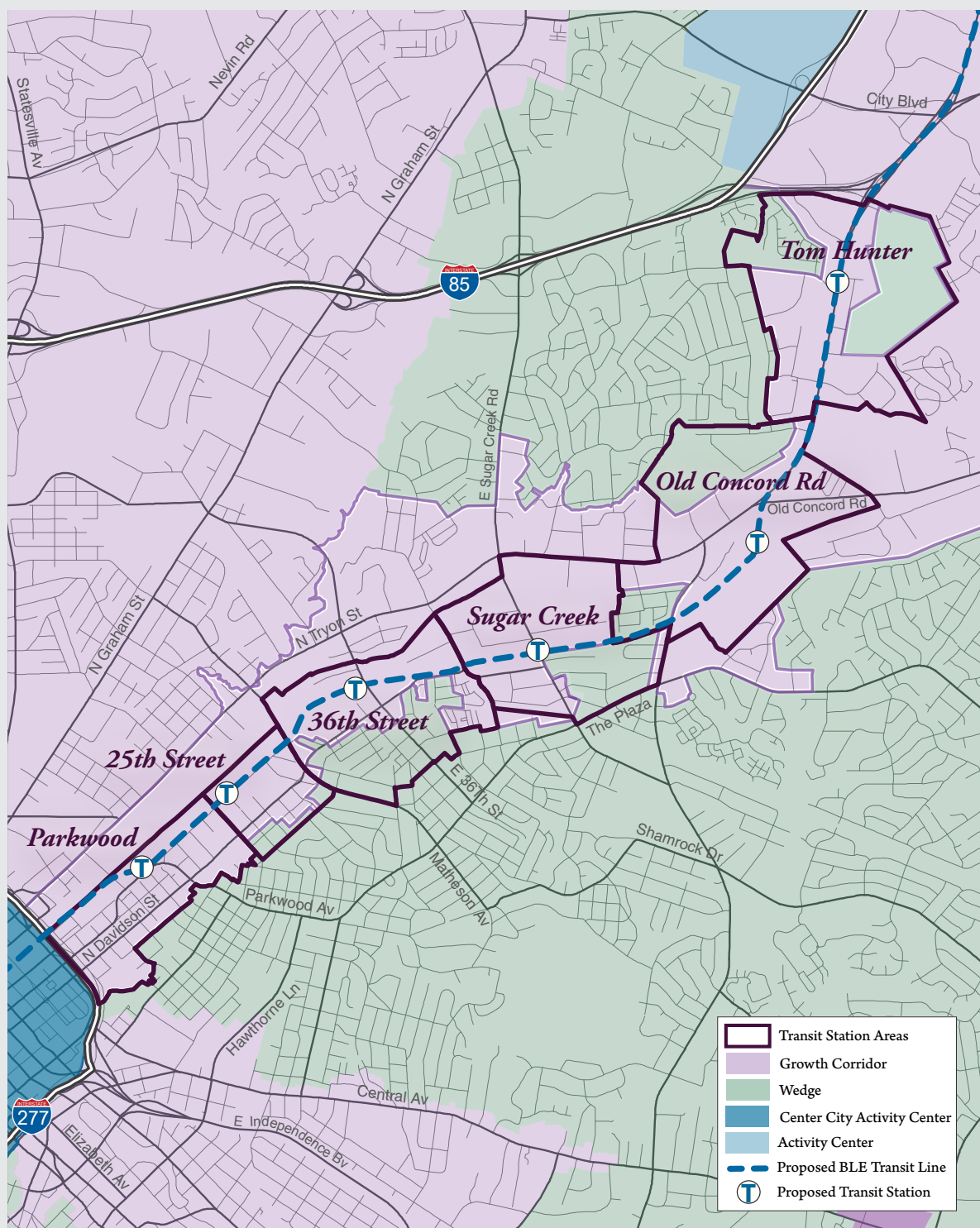
## Purpose of the Blue Line Extension Plan

Transit Station Area Plans are intended to provide an in-depth look at conditions in the area surrounding the LRT stations. The boundaries for the plan areas are shown on **Map 2: Plan Area Boundaries**, page 10. The plans make recommendations to:

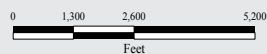
- Facilitate the right mix of development and appropriate infrastructure to complement the transit investment;
- Optimize the land use and infrastructure within the larger Corridor to support its continued ability to accommodate growth;
- Update the respective district plans, providing land use policy direction for the plan area;
- Encourage improved quality of life for residents of and visitors to the Charlotte area; and
- Become the official streetscape plan, which mandates the building setback and streetscape standards for properties with urban zoning districts. These currently include:
  - ❑ Transit Oriented Development (TOD)
  - ❑ Transit Supportive Overlay (TS)
  - ❑ Neighborhood Services (NS)
  - ❑ Mixed Use Development District (MUDD)
  - ❑ Uptown Mixed Use District (UMUD)
  - ❑ Pedestrian Oriented Development Overlay (PED)
  - ❑ Urban Residential (UR); and
- Provide guidance for recommended infrastructure investments.



## Map 2: Plan Area Boundaries



Prepared by the Charlotte-Mecklenburg Planning Department.



Date: January 23, 2013



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## Introduction

*General Development Policies (GDP) are relevant to future development and redevelopment in Charlotte.*

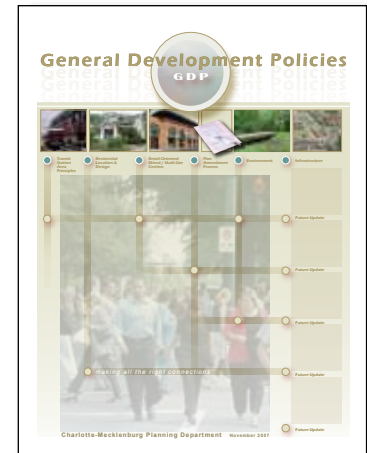
# Policies in Place to Guide Development

## Centers, Corridors and Wedges Growth Framework

The *Centers, Corridors and Wedges Growth Framework* (August 2010) is the over arching policy for growth in Charlotte and Mecklenburg County. It provides guidance on land use types and intensities, urban design, transportation and infrastructure in Growth Corridors, where all transit station areas are located.

## General Development Policies (GDP)

The *General Development Policies* are a collection of policies on various topics relevant to future development and redevelopment in Charlotte. Phase I of the GDP was adopted in 2003 and included policies on Residential Location and Design, Retail Oriented Mixed/Multi-use Centers and the Plan Amendment Process. It also incorporated the *Transit Station Area Principles*, previously adopted in 2001. Phase II of the GDP was adopted in 2007 and includes chapters on the Environment and Infrastructure.



**Environmental GDP**

The Environmental chapter of the General Development Policies sets the environmental objectives for the City. These include,

- Making the protection of the natural environment a priority in land use and development decisions;
- Facilitating a land use pattern to accommodate growth while respecting the natural environment;
- Promoting environmentally sensitive site designs; and
- Balancing environmental concerns with each other, as well as with other land development considerations.



**Infrastructure GDP**

The Infrastructure chapter of the General Development Policies links land use and land development decisions to the availability of public infrastructure needed to support it. The objectives include:

- Defining infrastructure needs and coordinating its provision with growth; and
- Using existing infrastructure resources efficiently.



**BLE  
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Area Plan**

## Introduction

## Transit Station Area Principles

The *Transit Station Area Principles* (2001) make general recommendations for the type of land use, design and transportation facilities desired within ½ mile walk distance of a rapid transit station. The *Transit Station Area Principles*, summarized below, provide the backdrop for area plan policy recommendations. Because the *Transit Station Area Principles* provide specific density and design guidelines, other chapters of the GDP, such as Residential Location and Design, do not apply within the plan boundaries.

## Transit Station Area Principles

*This figure summarizes the policies of the Transit Station Area Principles (2001). The original wording for the policies can be found in the first chapter of the General Development Policies.*

### Land Use

- Encourage highest density uses (15 - 20 du/0.5 - 0.75 FAR) closest to the transit station and transition to lower densities adjacent to existing single family neighborhoods.
- Encourage a mixture of residential, office, service-oriented retail and civic uses, either through mixed or multi-use development.
- Disallow automobile-dependent uses, such as automobile sales lots, car washes and drive-thru windows.
- Consider special traffic generators - such as cultural, educational, entertainment or recreational uses - to locate in station areas.
- Preserve existing stable neighborhoods.
- Encourage a mixture of housing types, including workforce/ affordable housing.



### Community Design

- Orient buildings to front on public streets or open spaces.
- Minimize setbacks and locate parking to the rear.
- Provide windows and doors at street level and minimize walking distance to entrances.
- Screen unsightly elements, such as dumpsters, loading docks, service entrances and outdoor storage from the transitway.
- Include active uses on the ground floor of parking structures.
- Include elements such as street trees, pedestrian scale lighting and benches in streetscape design to encourage pedestrian activity.
- Place utilities underground, wherever possible.
- Establish public open spaces that act as development catalysts and serve as focal points around transit stations.
- Design open spaces to be centers of activity that include items such as benches, fountains and public art.

### Mobility

- Create a multi-modal environment that emphasizes pedestrians and bicyclists.
- Provide an extensive pedestrian system throughout the station area to minimize walking distances, connect to neighborhoods, accommodate large groups of people, and eliminate sidewalk gaps.
- Design the pedestrian system to be accessible, safe and attractive, by using planting strips, street trees, on-street parking and bicycle lanes.
- Develop an interconnected street network with maximum block lengths of 400'; provide mid-block crossings if blocks are larger.
- Establish parking maximums, rather than minimums.
- Minimize surface parking and encourage shared parking facilities.

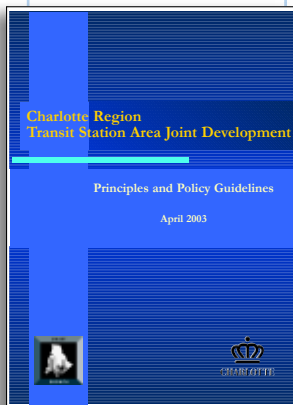






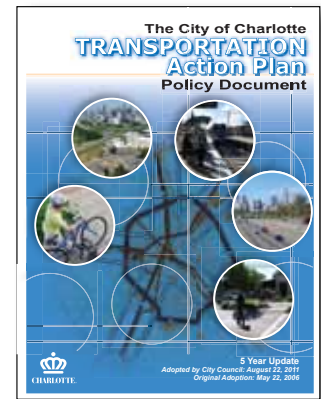
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## Introduction



## Transportation Action Plan

The *Transportation Action Plan* (2011) defines short and long term policies for accommodating motor vehicles, transit riders, bicyclists and pedestrians together with an implementation “blueprint” for improvements. The Transportation Action Plan’s comprehensive “toolbox” of transportation programs will help implement the policies of the station area plans.



## 2035 Long Range Transportation Plan

The *2035 Long Range Transportation Plan* (March 2010) defines the policies, programs and projects to be implemented over the next 20 years, providing transportation choices in Mecklenburg and western Union County. It is a tool in determining the future streetscape and development pattern in the corridor.



## Transit Station Area Joint Development Principles and Policies

The *Joint Development Principles and Policies* were adopted by the City of Charlotte and neighboring jurisdictions in 2003. They provide a coordinated set of objectives and implementation tools for the development of station areas across Mecklenburg County. Along with the *Transit Station Area Principles* from the GDP, they guide the recommendations of the station area plans, especially implementation actions.

## Greenway Master Plan Update

The *Greenway Master Plan Update* (2008) identifies an expanded greenway network and greenway trail system throughout Mecklenburg County. As land is acquired and set aside over time, the greenway system should also improve water quality by reclaiming natural floodplains, protecting wildlife habitats and open space and providing recreational and educational opportunities. The Little Sugar Creek and Toby Creek greenways traverse the corridor and are covered by the Greenway Master Plan Update.

## Urban Street Design Guidelines (USDG)

The *Urban Street Design Guidelines* (2007) provide a comprehensive approach to planning and designing new and modified streets in Charlotte. They offer recommendations on block lengths and street cross-sections. The USDG serve as the basis for many of the streetscape recommendations in the station area plans.





**BLE  
Transit Station  
Area Plan**

## Introduction

*There was great community interest and involvement throughout the development of the plan.*

## Plan Development and Adoption Process

The *Blue Line Extension Transit Station Area Plan*, prepared by a City of Charlotte interdepartmental team led by the Planning Department, was based on input from area residents, property owners and developers, as well as consultant studies and technical analysis. This effort included many public meetings, as well as many conference calls and other communication with property owners, developers, neighborhood leaders and other interested stakeholders.

The final draft plans were presented to and reviewed by the general public. The Planning Committee of the Charlotte-Mecklenburg Planning Commission considered the plans and forwarded their recommendation to the Charlotte City Council for final review and consideration for adoption.



*The October 2012 Workshop participants studied each of the six transit station areas. They asked questions, analyzed issues and discussed alternatives.*

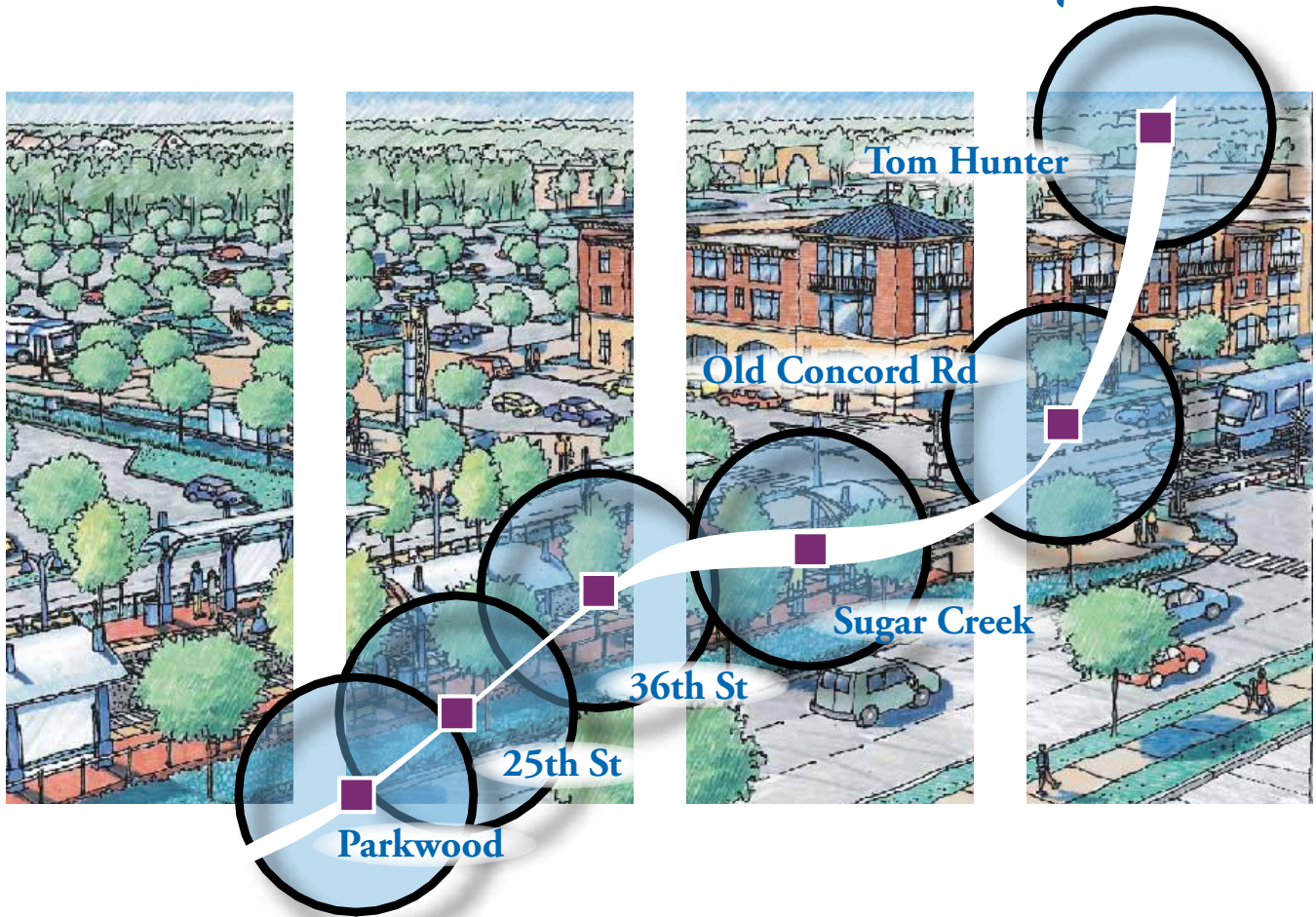
## Plan Organization

The Station Area Plans are organized into chapters that,

- Provide an overview of the plan area and identify opportunities and constraints to achieving the City's objectives for the plan area, especially in the transit station area;
- Propose a vision for the future of the plan and offer recommendations to move towards that vision; and
- Suggest specific actions to be taken to implement the recommendations.

The plan area analysis, vision and recommendations are part of *Volume 1: Concept Plan*. This portion of the document is adopted by City Council and becomes City policy. The action items to implement the recommendations can be found in *Volume 2: Implementation Plan*. Volume 2 is not adopted by City Council; rather it is used to guide staff efforts to implement the Concept Plan. An overview of existing conditions is found in the *Volume 3: Appendix* of each plan.

# Volume 1: Concept Plan







## BLE Transit Station Area Plan



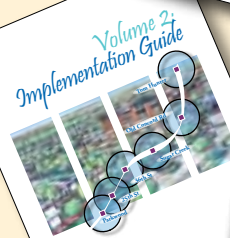
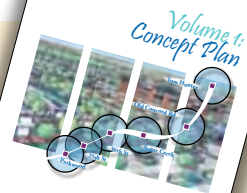
## How to Read this Document

This document includes:

- ¶ **Introduction**  
focusing on how the BLE enhances Charlotte's overall development pattern and how it helps attain the community's vision

Additionally,  
other sections include:

- ¶ **Concept Plan**
- ¶ **Implementation Guide**
- ¶ **Appendix**



## Volume 1: Concept Plan

*The Concept Plan will be adopted by Charlotte City Council and become City policy.*

*The Blue Line Extension Transit Station Area Plan promotes growth and development in a way that helps Charlotte achieve a shared community vision.*

The **Volume 1: Concept Plan** is adopted by City Council and will act as a policy guide for future decision making. It contains the plan purpose, vision statement, goals and policies.

Within the Concept Plan each Transit Station Area will have a:

- a.) Station Development Concept
- b.) Development Plan
- c.) Structure Plan

The **a.) Station Development Concept** is the initial step in illustrating the desired development pattern for each station area.



*Blue Line Extension Transit Station Area Plan*



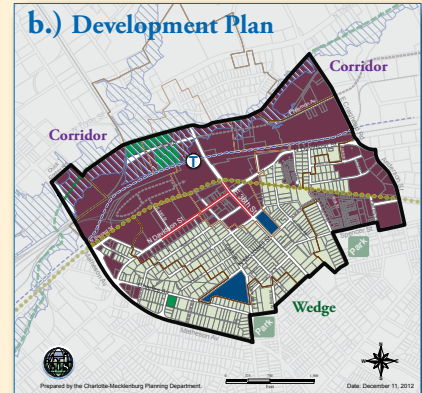
## BLE Transit Station Area Plan

Six stations are included in this plan; four are Urban stations and two are Suburban stations.

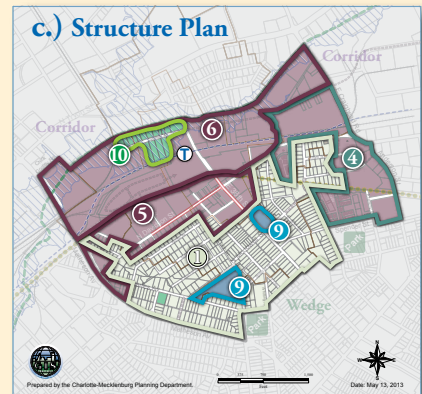


*Specific policies and recommendations are included for each station area in the plan.*

The **b.) Development Plan** provides policy guidance in the areas of Land Use, Transportation, Community Design, Infrastructure and Public Facilities, and Natural Environment. This document will have combined Transit Station Area polices for Community Design, Infrastructure and Public Facilities, and Natural Environment. Each Plan Policy will have an icon and will be cross-referenced in the Implementation Guide section.



The **c.) Structure Plan** distinguishes areas that may have the same type of land use but call for different sizes or types of buildings. This helps facilitate predictable development in accordance with the neighborhood's vision.



## Volume 2: Implementation Guide

*The Implementation Guide is primarily used by staff to ensure public and private development achieves the defined vision.*

**Volume 2: Implementation** is primarily a staff document that outlines specific steps that can be taken by various public and private bodies so that the desired future envisioned in this plan may be realized. These strategies identify the lead responsible agencies and tentative time frames. The strategies are numbered sequentially and correspond to the policies discussed in *Volume 1: Concept Plan*.

## Volume 3: Appendix

*The Appendix contains extensively researched and supporting background information.*

Information in **Volume 3: Appendix** is gathered throughout the planning process and contains existing conditions, market analysis data, and planned projects or improvements in the area.



**BLE  
Transit Station  
Area Plan**

### Concept Plan Plan Context

## Plan Context

### Purpose

This document establishes a vision and provides policy direction to guide future growth and development for six of the eleven Blue Line Extension (BLE) Light Rail Transit (LRT) stations – Parkwood, 25th Street, 36th Street, Sugar Creek, Old Concord Road and Tom Hunter. The first station, 9th Street, is in Center City. The three stations after Tom Hunter – University City Boulevard, McCullough and JW Clay – are covered in the University City Area Plan (2007), but will ultimately be amended and included in this document. The terminus station – UNC-Charlotte – is located on the UNC-Charlotte campus.

The vision and direction provided in this document is consistent with the *Centers, Corridors and Wedges Growth Framework* (updated in 2010). Once adopted, this plan will:



- Define the growth and development vision for the area surrounding the Parkwood, 25th Street, 36th Street, Sugar Creek, Old Concord Road and Tom Hunter LRT stations;
- Refine the boundaries for any portion of an Activity Center, Growth Corridor and/or Wedge included in the plan area;
- Address key land use, transportation, community design and development concerns identified through the planning process;
- Provide guidance for future land use and infrastructure decisions;
- Function as the official Streetscape Plan.

### Plan Boundaries

This plan addresses properties within approximately ½ mile of the Parkwood, 25th Street, 36th Street, Sugar Creek, Old Concord Road and Tom Hunter LRT stations (see **Map 2: Plan Area Boundaries**, page 10). For contextual purposes, the boundaries of the stations may cover an area larger than the Transit Station Area, defined as properties recommended for Transit Supportive Uses (TSU) and generally located within a ¼ to ½ mile walk of the station. The Transit Station Areas are the primary focus of this plan. These areas will be most influenced by – and have the ability to influence – the success of the LRT line.





**BLE  
Transit Station  
Area Plan**

### Concept Plan Plan Context

*The vision and goals were identified during the planning process. The recommended plan policies when implemented will assure that the vision and goals are achieved.*

## Vision

The Blue Line Extension (BLE) Transit Station Areas will become a series of vibrant, sustainable, and accessible destinations along the Northeast Corridor.

**Vibrant** The station areas will seek to provide a balanced mixture of uses that create safe, dynamic urban places that will be accessible to a wide variety of users.

**Sustainable** The station areas will seek innovative ways to better nurture natural, economic, and social systems and resources for today and future generations.

**Accessible** The station areas will maximize the use of the existing local and regional street connections to provide a high level of mobility and multi-modal access for all users in a safe, easy, and convenient manner.

**Destination** The station areas will serve as activity nodes for adjacent neighborhoods, connecting people from all parts of the Charlotte community.



*Involvement and input from interested citizens has led to a well defined Vision and Goals for the BLE.*



## Goals

To achieve the vision of transit stations as vibrant, high density nodes along the BLE, the following goals have been identified and include many of the adopted City policies discussed in the *Introduction* section of this document:

- **Land Use:** Accommodate higher intensity uses that support the various transportation systems throughout the Corridor, while protecting the fabric of residential neighborhoods and providing the opportunity for housing choices.
- **Community Design:** Create a high quality urban environment by enhancing the identity of the Transit Station Area, and creating attractive streetscapes, building on the synergy of public infrastructure investments.
- **Transportation:** Improve the accessibility and capacity of the transportation system by removing barriers to pedestrian, transit, bicycle and vehicular mobility and by increasing connectivity.
- **Infrastructure and Public Facilities:** Provide the infrastructure and public facilities needed to support growth in the Corridor.
- **Natural Environment:** Improve the quality of the natural environment in the Transit Station Area, while continuing to accommodate growth, by replenishing the tree canopy, reducing stormwater run-off and remediating contaminated sites.

These goals serve as the basis for the recommendations in the chapters that follow.



**BLE  
Transit Station  
Area Plan**

**Concept Plan**  
Land Use & Key  
Community Design

## *Land Use & Key Community Design Policies*

This chapter sets forth land use and key community design policies to achieve the vision and goals for the Parkwood, 25th Street, 36th Street, Sugar Creek, Old Concord Road and Tom Hunter Transit Station Areas. In developing these policies, the *Centers, Corridors, and Wedges Growth Framework* served as guidance to enhance the relationship between land use and transportation. As a result, land use policies for the plan areas are divided into three distinct geographies

- Transit Station Area
- Growth Corridor
- Wedge

Certain locations of the study area have been targeted for more specific land use guidance and have been assigned subdistrict icons which are illustrated on the structure plan maps. The structure plan maps are the last page in each transit station area discussion for Parkwood, 25th Street, 36th Street, Sugar Creek, Old Concord Road and Tom Hunter Transit Station Areas.

Each subdistrict icon also corresponds to an implementation strategy described in *Volume 2: Implementation Guide*.







**BLE  
Transit Station  
Area Plan**

### Concept Plan Land Use & Key Community Design



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

## 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 uses 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.







**BLE  
Transit Station  
Area Plan**

### Concept Plan Land Use & Key Community Design

#### Recommended Land Use

- Moderate Density Residential
- Institutional
- Transit Supportive Uses
- Park/Open Space
- Office/Retail
- Office/Retail/Industrial-Warehouse-Distribution

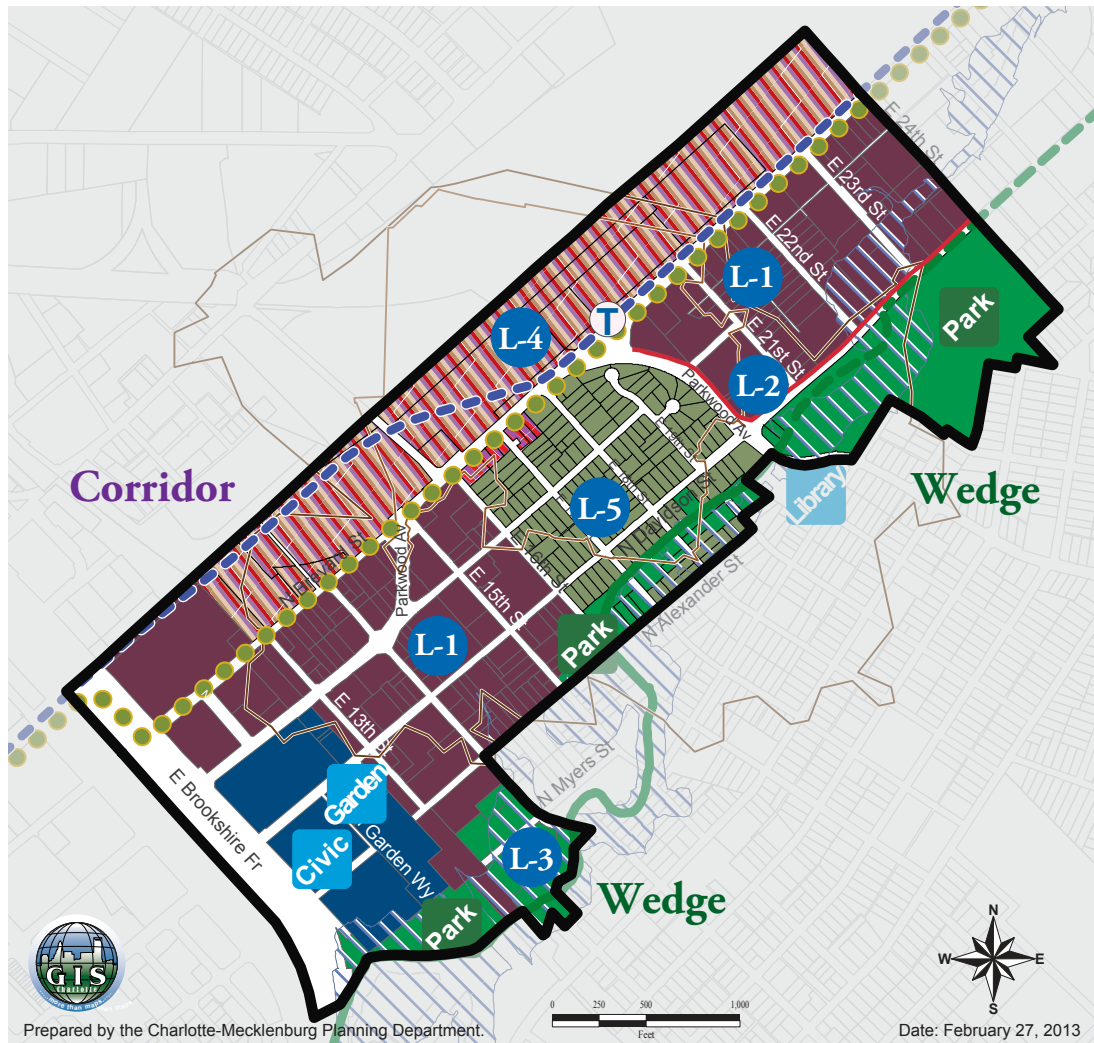
#### Current and Future Amenities

- Proposed Transit Station and Rail Line
- Active Ground Floor
- Proposed Multi-Use Trail
- Existing Little Sugar Creek Greenway
- Proposed Little Sugar Creek Greenway
- 1/4 Mile Walking Distance
- 1/2 Mile Walking Distance
- FEMA 100 Year Floodplain
- Existing Public Facility Site

## PARKWOOD TRANSIT STATION AREA

**Map 4: DEVELOPMENT PLAN**

■ Urban Station



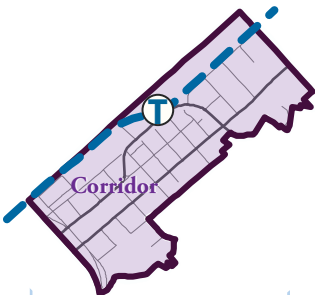
### Parkwood Land Use & Key Community Design

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 202 acre area is divided into three distinct districts;

- **Transit Station Area**  
the majority of this portion of the Northeast **Growth Corridor**;
- **General Corridor**  
the 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.





**BLE  
Transit Station  
Area Plan**

### Concept Plan Land Use & Key Community Design



*Open space and  
proximity to  
Uptown are sought  
after features of this  
area.*

## Parkwood Transit Station Area

The Transit Station Area encompasses 90 acres. 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, retail, civic, and 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 and along various sections of Parkwood Avenue. 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 Oriented Development areas is recognized as Established Neighborhood where existing, primarily low density residential, communities 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.



**BLE  
Transit Station  
Area Plan**

**Concept Plan  
Land Use & Key  
Community Design**

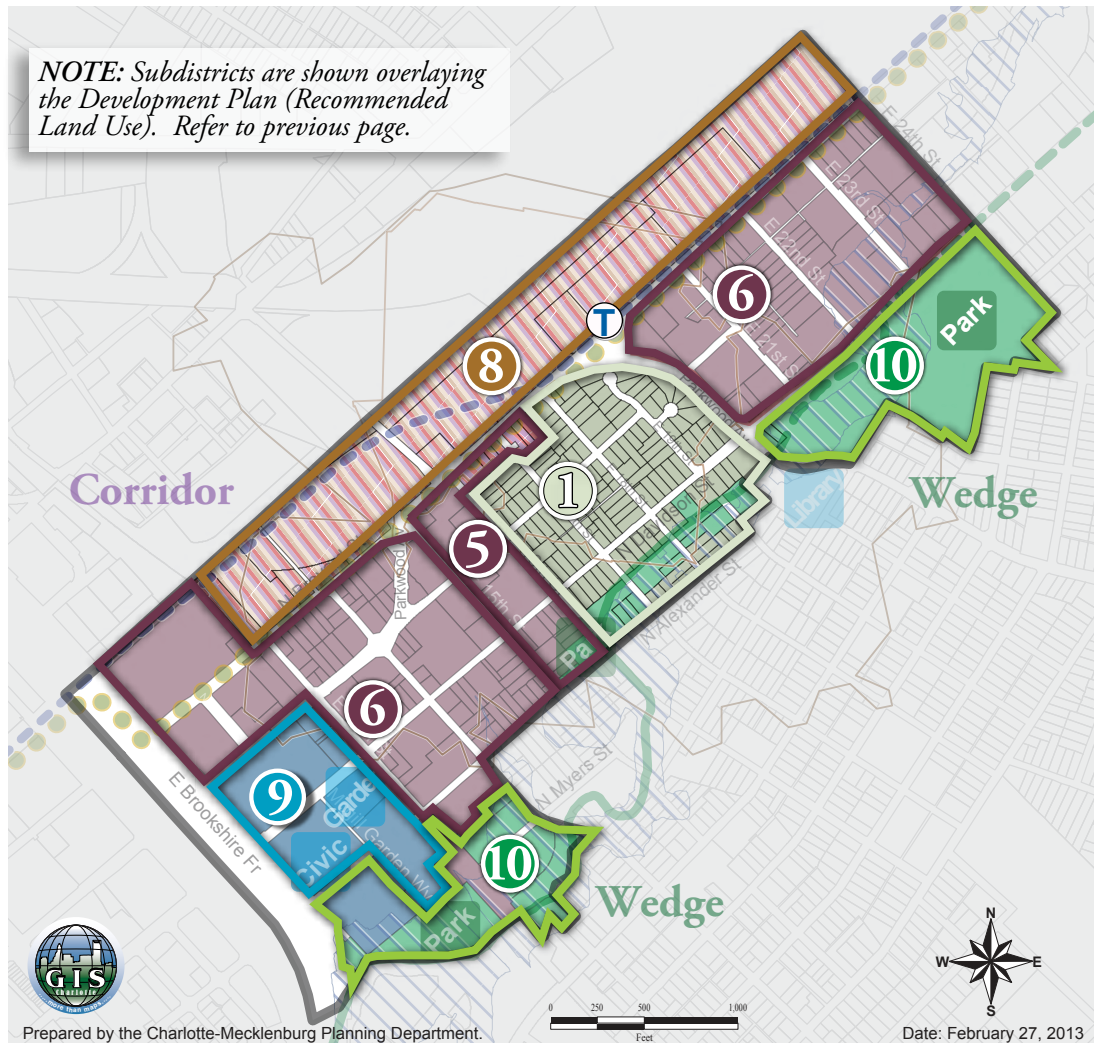


## PARKWOOD TRANSIT STATION AREA

### Map 5: STRUCTURE PLAN

#### ■ Urban Station

*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-Shipments, Office, Retail, Truck Transport	Industrial, Manufacturing, Warehouse, Office	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 text are not recommended for this station area.*

*Blue Line Extension Transit Station Area Plan*





**BLE  
Transit Station  
Area Plan**

### Concept Plan Land Use & Key Community Design



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

## 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 based land 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.





BLE  
Transit Station  
Area Plan

### Concept Plan Land Use & Key Community Design

#### Recommended Land Use

- Low Density Residential
- Transit Supportive Uses
- Office/Retail/Industrial-Warehouse-Distribution

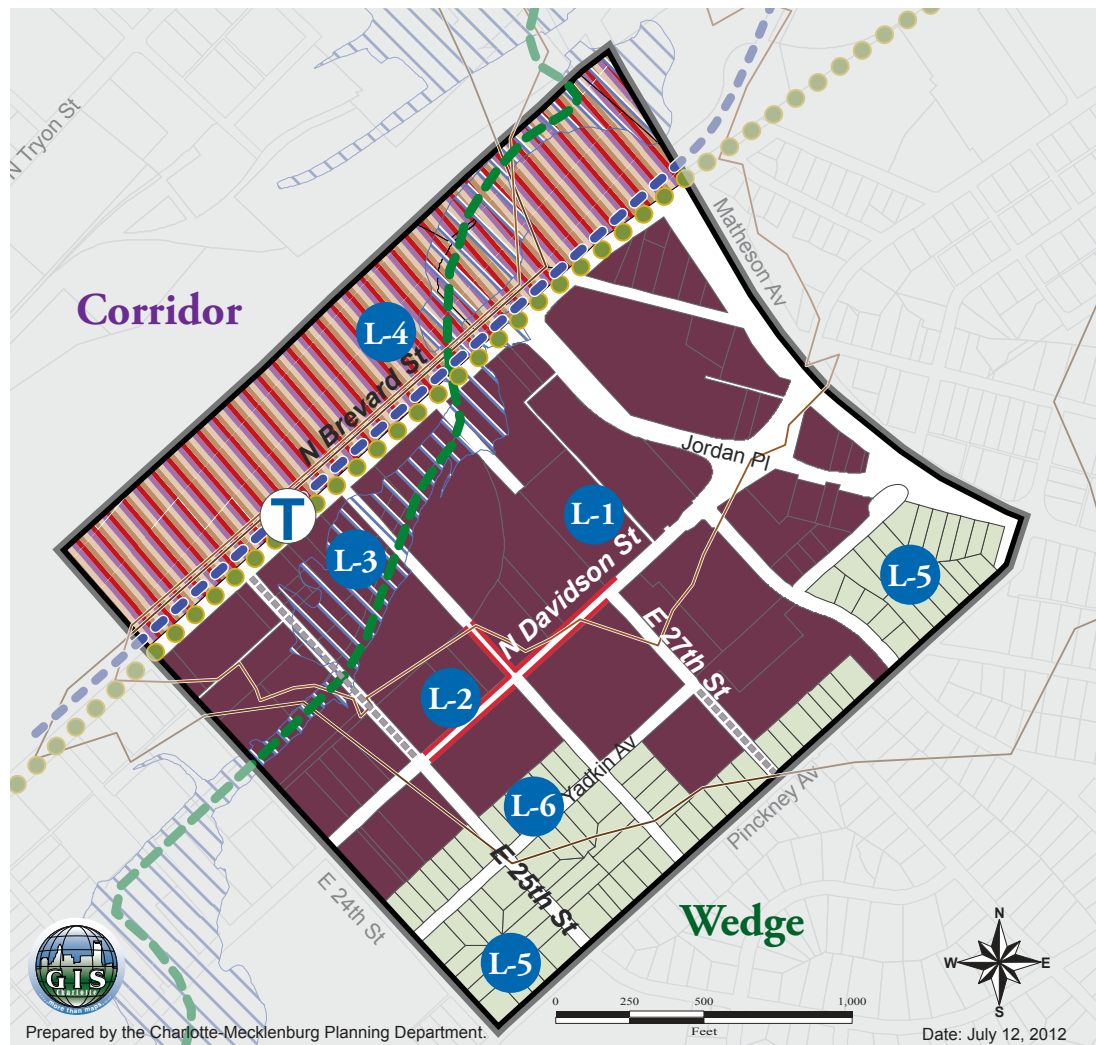
#### Current and Future Amenities

- Proposed Transit Station and Rail Line
- Active Ground Floor
- Proposed Street Connection
- Proposed Multi-Use Trail
- Proposed Little Sugar Creek Greenway
- 1/4 Mile Walking Distance
- 1/2 Mile Walking Distance
- FEMA 100 Year Floodplain

## 25th STREET TRANSIT STATION AREA

### Map 7: DEVELOPMENT PLAN

■ Urban Station



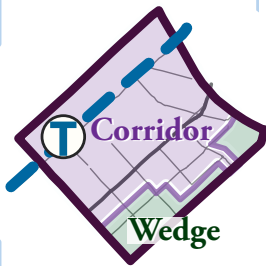
## 25th Street Land Use & Key Community Design

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 111 acre area is divided into three distinct districts:

- **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**  
the area north of North Brevard Street and adjacent to the rail yard between East 24th Street and Matheson Avenue;
- **Wedge Neighborhood Area**  
the 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.





**BLE  
Transit Station  
Area Plan**

### Concept Plan Land Use & Key Community Design



*Vibrant businesses  
attract local and  
regional customers.*

## 25th Street Transit Station Area

The Transit Station Area encompasses 60 acres. 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, 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 26th 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 rail yard 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 rail yard 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 up to 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 serves 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.





**BLE  
Transit Station  
Area Plan**

**Concept Plan  
Land Use & Key  
Community Design**

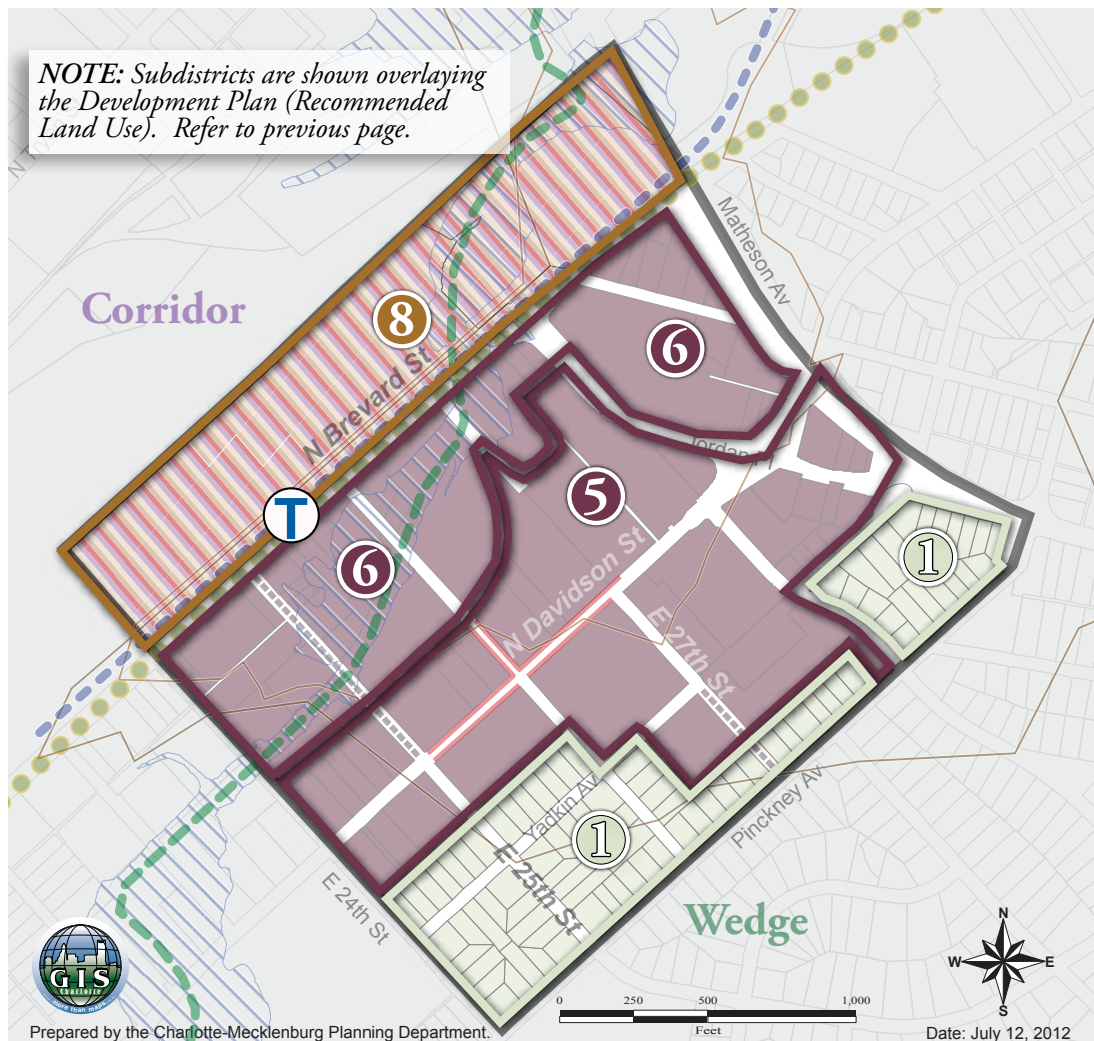


## 25th STREET TRANSIT STATION AREA

### Map 8: STRUCTURE PLAN

■ Urban Station

*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-Shipments, Office, Retail, Truck Transport	Industrial, Manufacturing, Warehouse, Office	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 text are not recommended for this station area.*

*Blue Line Extension Transit Station Area Plan*



**BLE  
Transit Station  
Area Plan**

### Concept Plan Land Use & Key Community Design



## 36th STREET STATION CONCEPT PLAN

### Map 9: CONCEPT MAP

■ Urban Station



### 36th Street Development Concept

**Map 9: Concept Map**, illustrates the recommended development pattern for the plan area. As illustrated, the heart of NoDa, within easy walking distance of the transit station, is expected to have opportunities for more intense, mixed-use development while protecting and enhancing the historic character of mill and village style development in the area. This development pattern will be supported by infrastructure improvements to enhance accessibility and safety for pedestrians, cyclists, motorists and transit users. Some proposed enhancements include future extension of the Little Sugar Creek Greenway which includes a community node at Cullman Avenue, and the development of a multi-use trail that traverses the abandoned AC&W rail line.

*Photos shown are examples of the Concept Map's recommended pattern of development and preservation for the 36th Street Station plan area.*







**BLE  
Transit Station  
Area Plan**

**Concept Plan  
Land Use & Key  
Community Design**

**Recommended Land Use**

- Low Density Residential
- Moderate Density Residential
- Institutional
- Industrial-Warehouse-Distribution
- Transit Supportive Uses
- Park/Open Space

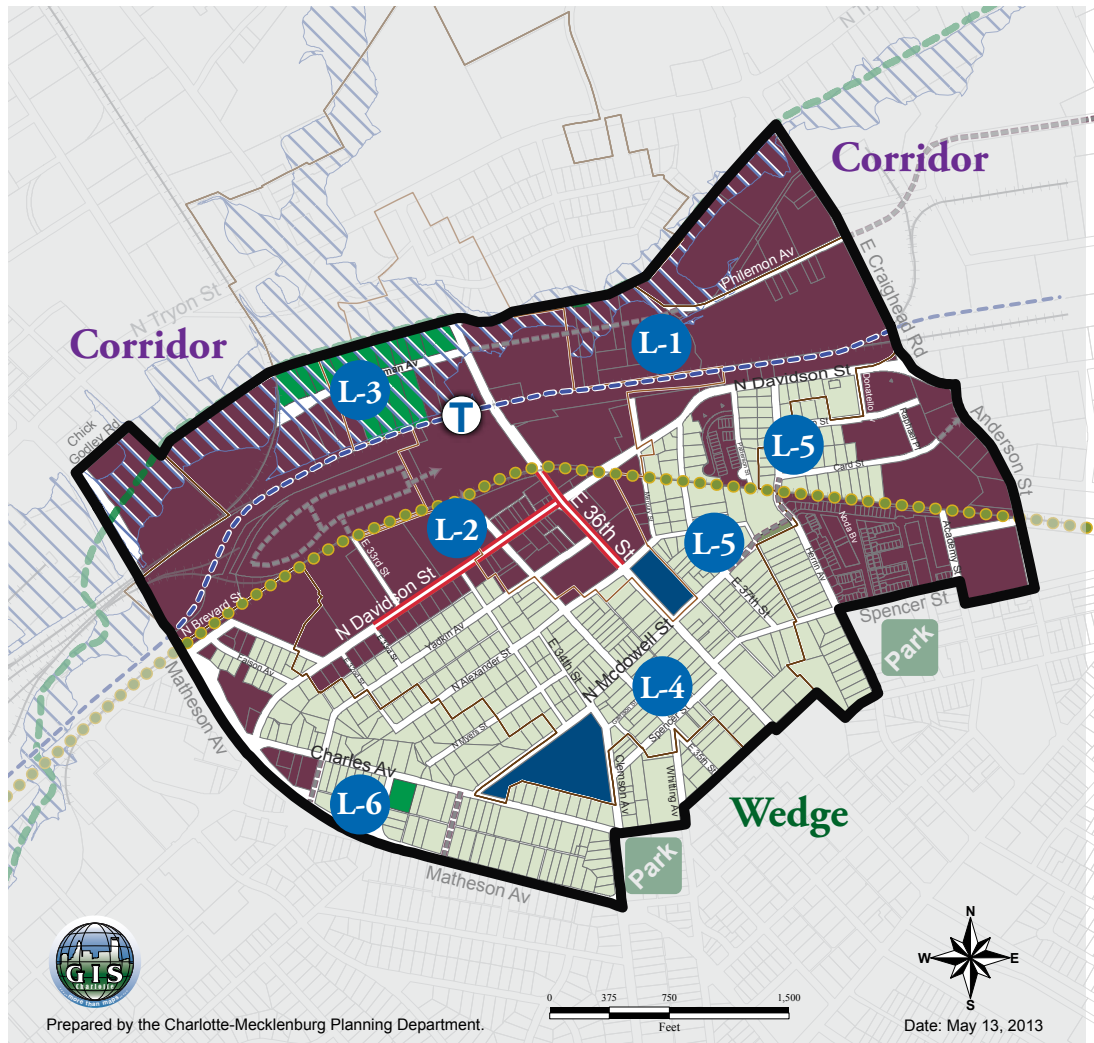
**Current and Future Amenities**

- Proposed Transit Station and Rail Line
- Proposed Street Connection
- Ground Floor Retail
- Proposed Multi-Use Trail
- Proposed Little Sugar Creek Greenway
- FEMA 100 Year Floodplain
- Existing Park

## 36th STREET TRANSIT STATION AREA

**Map 10: DEVELOPMENT PLAN**

■ Urban Station



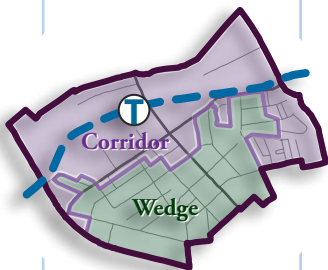
### 36th Street Land Use & Key Community Design

This section sets forth land use and community design recommendations for the 36th Street plan area. An overview of the proposed street network is also included.

The entire 301 acre area is divided into two distinct areas within the Northeast Growth Corridor and adjacent Wedge;

- **Transit Station Area**  
the portion of the Northeast **Growth Corridor** that surrounds the 36th Street light rail station;
- **Wedge Area**  
the eastern portion of the plan area includes predominantly established low density residential.

The land use recommendations are shown on **Map 10: Development Plan**. The recommendations, described on the following page, are also cross referenced using the item numbers in the Implementation section of this plan.







**BLE  
Transit Station  
Area Plan**

### Concept Plan Land Use & Key Community Design



*Display of colorful  
and enticing  
items in storefront  
window.*

## 36th Street Transit Station Area

The Transit Station Area encompasses a majority of the study area (184 acres). This station area has seen the most development activity along the BLE and has transitioned over the past 20 years from an abandoned and aging retail core to a vibrant arts and entertainment district. The plan policies in this section seek to preserve that character and encourage a development pattern that supports continued transformation to a vibrant, urban environment.

### 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) through new development and redevelopment.
- Ensure adequate parking as development occurs and encourage shared parking where appropriate.
  - Preserve the existing Highland Mills, Mecklenburg Mills and the mill houses within the transit station area. Adaptive reuse of existing structures is strongly encouraged to preserve the historic character of the area. A key implementation strategy for this area includes working with the community to pursue local historic designation for the historic characteristics in this area. More detailed information is provided in the Implementation Guide for this document.
  - Ensure that scale and massing of new development/redevelopment is sensitive to the existing NoDa business district scale and character. More specific design guidance is provided in the Community Design Section of this document.
- L-2** Provide active ground floor non-residential uses, such as retail or office, along North Davidson Street, from 36th Street to 33rd Street and along 36th Street, from the AC&W rail line to N. Alexander Street. These areas are envisioned to include clear glass windows and doors with

entrances that front and connect to the sidewalk to increase accessibility for transit users.

- L-3** Cullman Avenue area – a majority of this area is located within the FEMA 100-year floodplain for Little Sugar Creek with predominantly industrial and vacant land uses. Much of the property was acquired by Mecklenburg County and is slated to become a park/greenway as part of the Cullman Avenue Water Quality Project. Parcels that redevelop are appropriate for transit supportive land uses.

## Wedge Area

The Historic Highland Mill Village and single family homes the NoDa community describes as, “distinct character houses,” are located in the Wedge south of North Davidson and McDowell streets. This portion of the neighborhood includes low density residential, as well as civic and institutional uses. The following recommendations are designed to protect and enhance the residential character of the neighborhood

### Land Use & Key Community Design Policies

- L-4** Maintain the low density residential portion of the neighborhood at up to 6 dwelling units per acre.
- L-5** Protect and preserve the Highland Mill Village and Mecklenburg Mill Village as low density residential land uses, up to 5 dwelling units per acre.
- L-6** Support opportunities for infill residential development with similar densities and design character as the existing mill village housing. Moderate density may be appropriate in some locations if the proposal meets the design guidance provided in the Community Design Section of this plan.



**BLE  
Transit Station  
Area Plan**

**Concept Plan  
Land Use & Key  
Community Design**

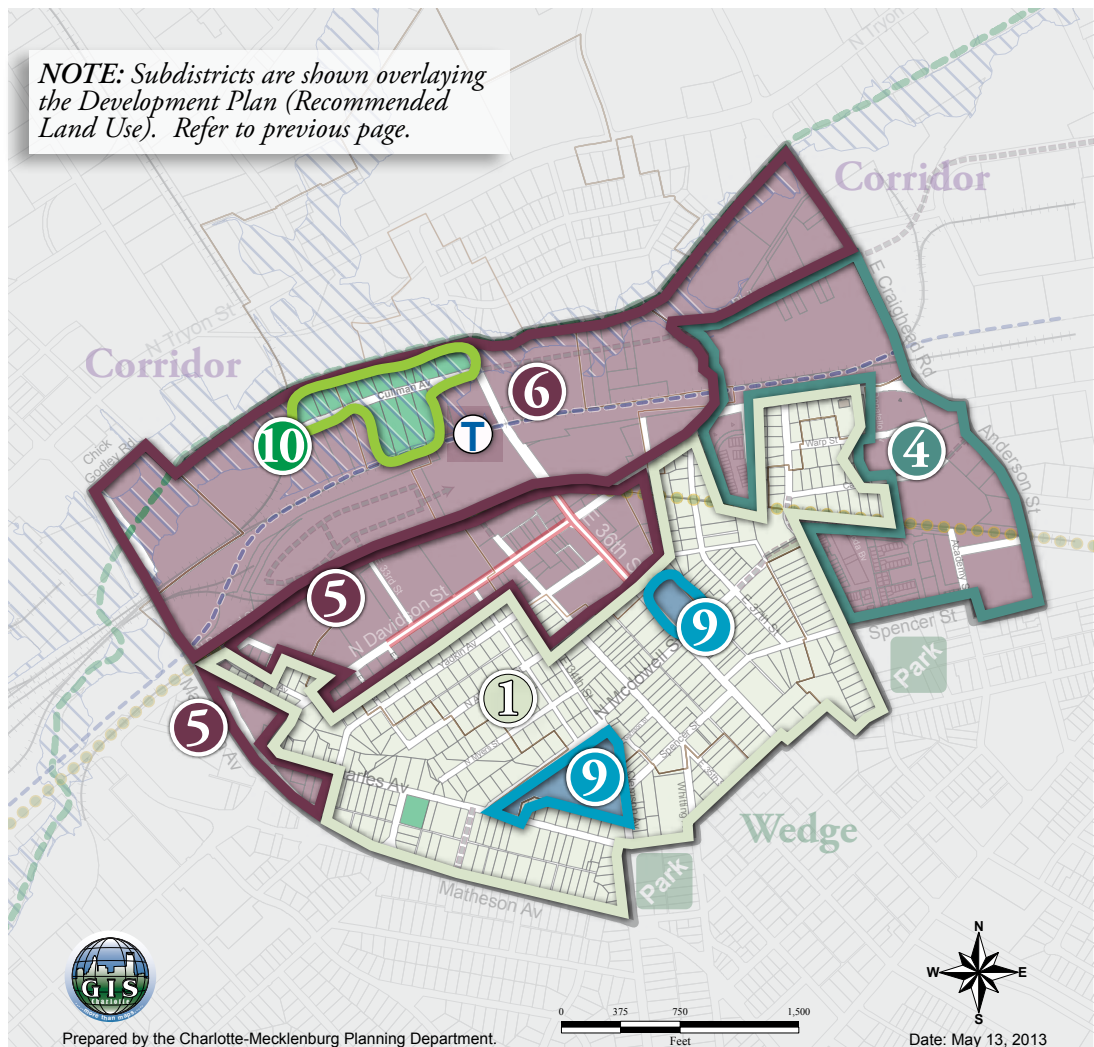


## 36th STREET TRANSIT STATION AREA

### Map 11: STRUCTURE PLAN

■ Urban Station

*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, Office	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 text are not recommended for this station area.*

*Blue Line Extension Transit Station Area Plan*





**BLE  
Transit Station  
Area Plan**

### Concept Plan Land Use & Key Community Design



## 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 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.*







**BLE  
Transit Station  
Area Plan**

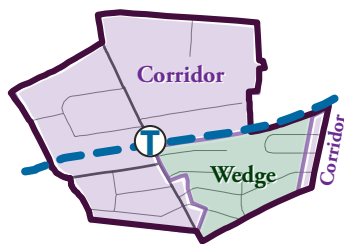
### Concept Plan Land Use & Key Community Design

#### Recommended Land Use

- Low Density Residential
- Institutional
- Transit Supportive Uses
- Industrial-Warehouse-Distribution
- Office/Retail

#### Current and Future Amenities

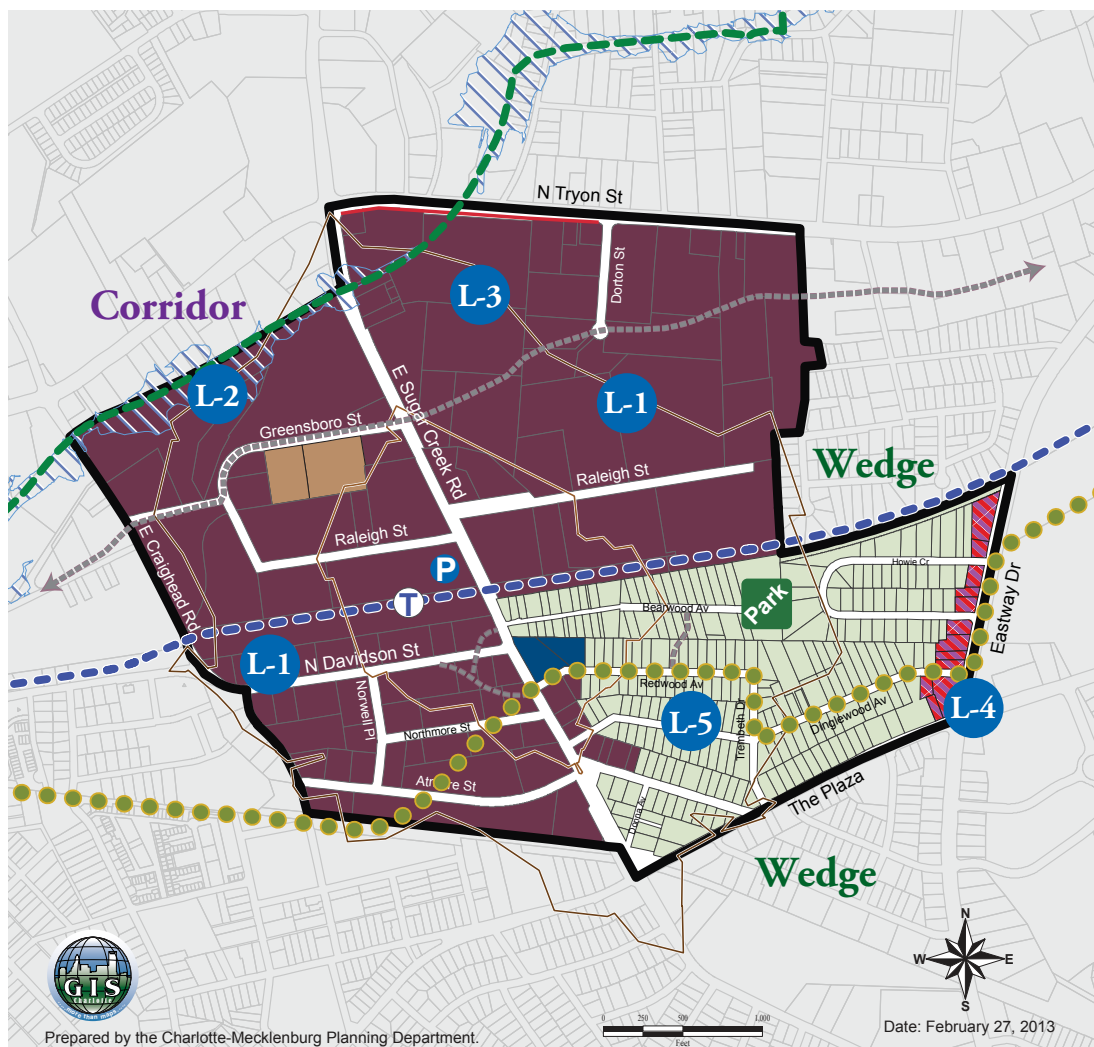
- Proposed Transit Station and Rail Line
- Prop. LYNX Park and Ride
- Active Ground Floor
- Proposed Street Connection
- Proposed Multi-Use Trail
- Proposed Little Sugar Creek Greenway
- 1/4 Mile Walking Distance
- 1/2 Mile Walking Distance
- FEMA 100 Year Floodplain
- Existing Public Facility Site



## SUGAR CREEK TRANSIT STATION AREA

**Map 13: DEVELOPMENT PLAN**

■ Urban Station



### Sugar Creek Land Use & Key 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 333 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 non-residential;
- **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.



**BLE  
Transit Station  
Area Plan**

**Concept Plan  
Land Use & Key  
Community Design**



*Howie Acres is  
an established  
neighborhood.*

## Sugar Creek Transit Station Area

The Transit Station Area encompasses 216 acres. 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**

- L-1** 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.
- L-2** 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.
- L-3** 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 4.96 acre existing industrial land uses between Sugar Creek Road, Little Sugar Creek and Greensboro and Raleigh streets are expected to remain as such.

- L-4** Promote small scale 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 77 acres and is the Howie Acres neighborhood, a low density residential area.

### **Land Use & Key Community Design Policies**

- L-5** 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.



**BLE  
Transit Station  
Area Plan**

**Concept Plan  
Land Use & Key  
Community Design**

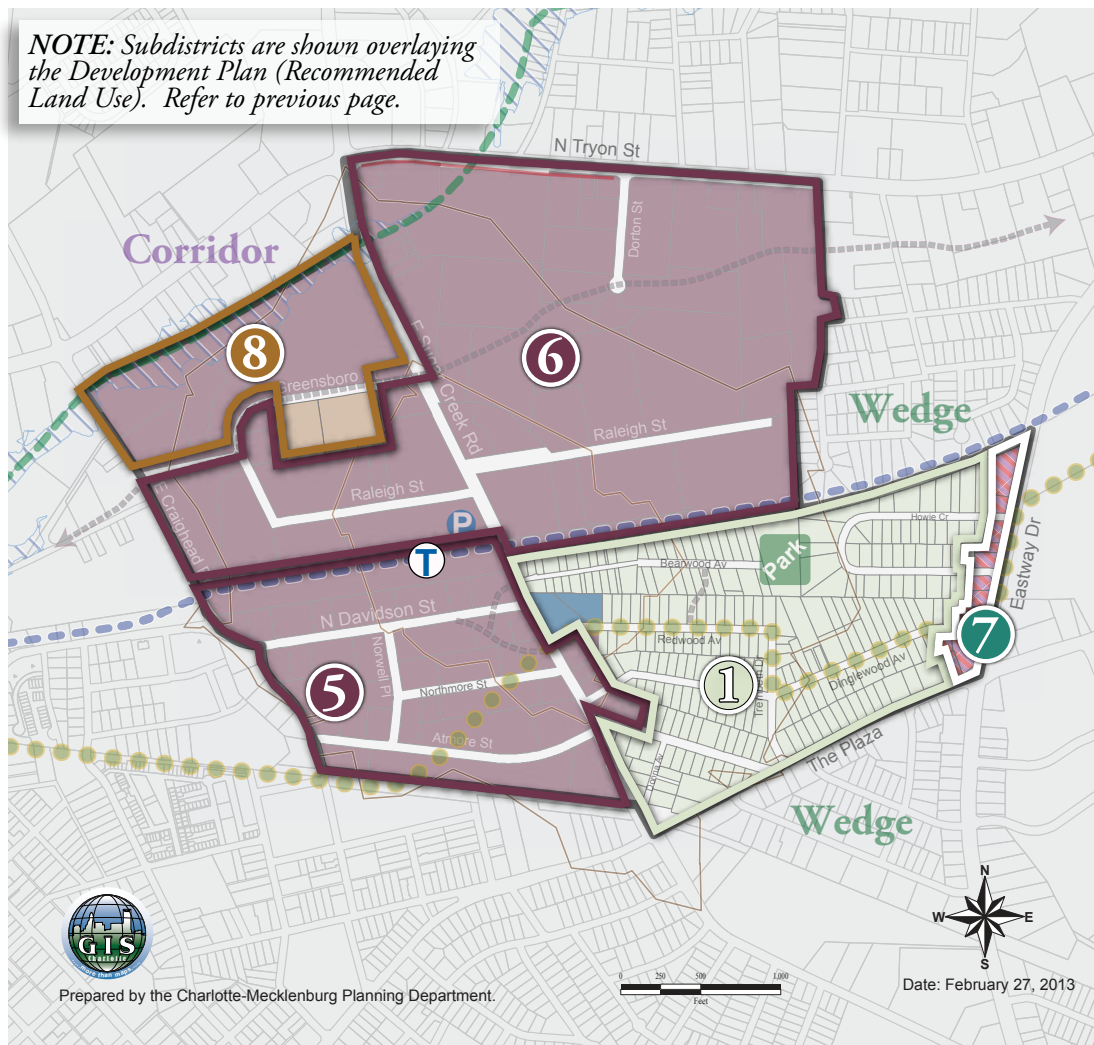


## SUGAR CREEK TRANSIT STATION AREA

### Map 14: STRUCTURE PLAN

#### ■ Urban Station

*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-Shipments, Office, Retail, Truck Transport	Industrial, Manufacturing, Warehouse, Office	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 text are not recommended for this station area.*

*Blue Line Extension Transit Station Area Plan*



## OLD CONCORD ROAD TRANSIT STATION AREA

Map 15: CONCEPT MAP

■ Suburban Station

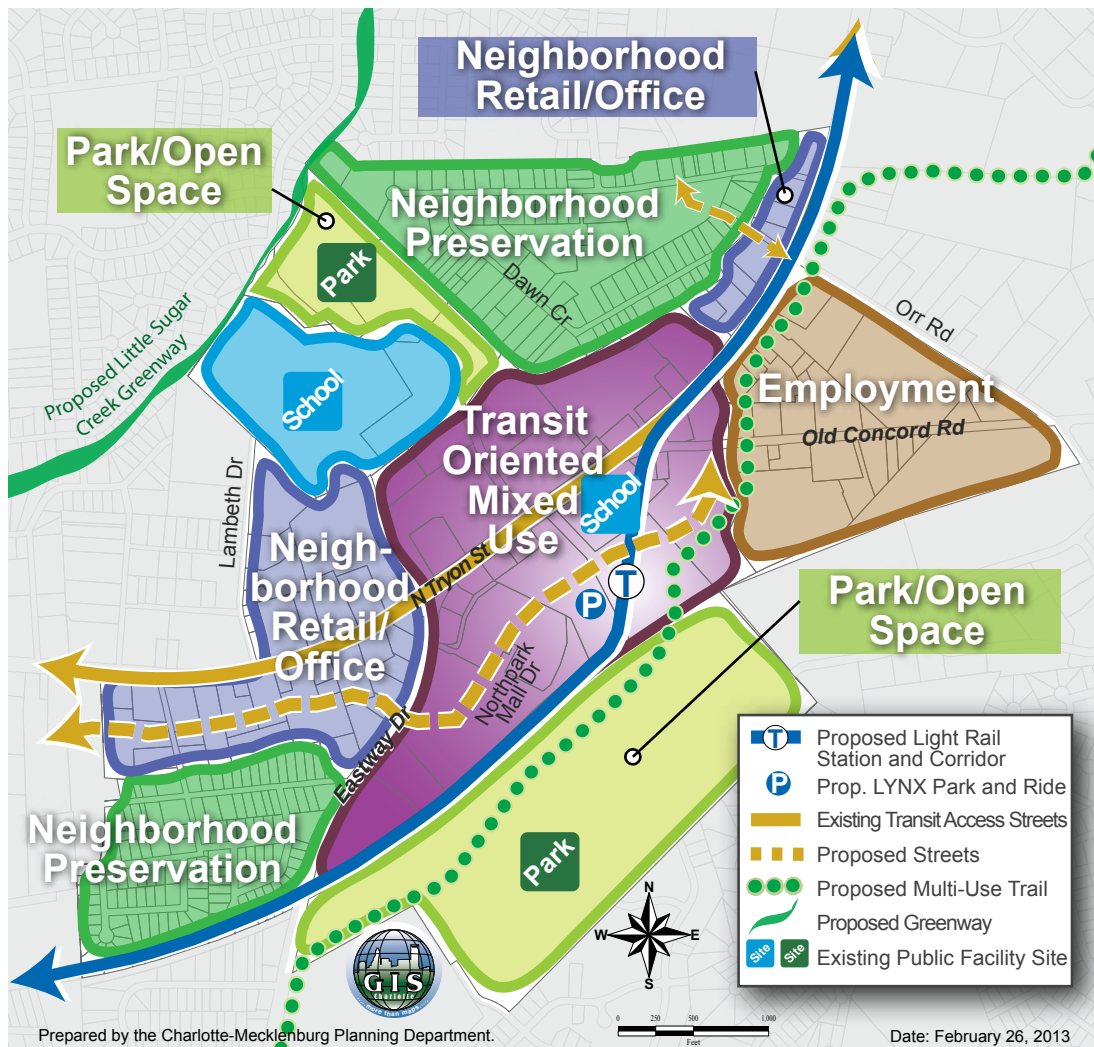


BLE  
Transit Station  
Area Plan

### Concept Plan Land Use & Key Community Design

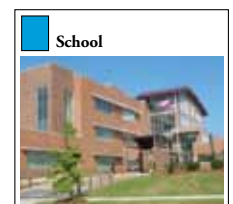
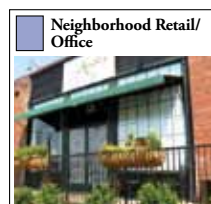


*Photos shown are examples of the Concept Map's recommended pattern of development and preservation for the Old Concord Road Station plan area.*



### 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.





BLE  
Transit Station  
Area Plan

### Concept Plan Land Use & Key Community Design

#### Recommended Land Use

- Low Density Residential
- Transit Supportive Uses
- Institutional
- Park/Open Space
- Office/Retail

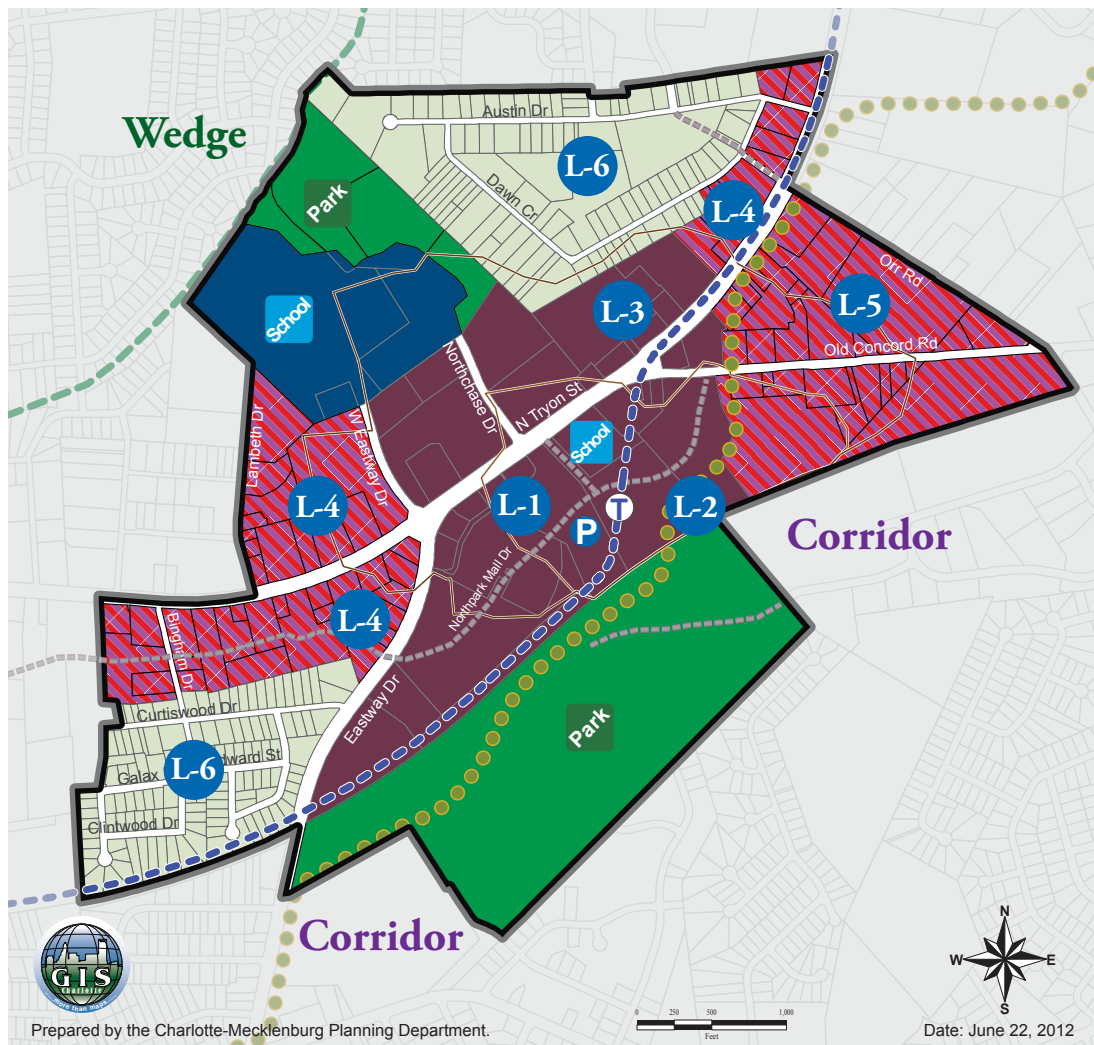
#### Current and Future Amenities

- Proposed Transit Station and Rail Line
- Prop. LYNX Park and Ride
- Proposed Street Connection
- Proposed Multi-Use Trail
- Proposed Little Sugar Creek Greenway
- 1/4 Mile Walking Distance
- 1/2 Mile Walking Distance
- Existing Public Facility Site

## OLD CONCORD ROAD TRANSIT STATION AREA

Map 16: DEVELOPMENT PLAN

■ Suburban Station



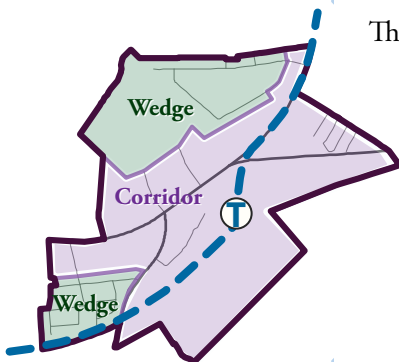
## Old Concord Road Land Use & Key Community Design

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 479 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, non-residential 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.





**BLE  
Transit Station  
Area Plan**

**Concept Plan  
Land Use & Key  
Community Design**



*Mecklenburg  
County's Eastway  
Park comprises over  
90 acres.*

## Old Concord Road Transit Station Area

The Transit Station Area encompasses 114 acres of this geography and 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**

- L-1** 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-2** Provide connections to Eastway Park where possible.
- L-3** 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-4** Provide retail/office uses along Tryon Street and Eastway Drive.
- L-5** 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-6** Maintain the low density residential neighborhoods at density up to 4 dwelling units per acre, consistent with existing land use and zoning.





**BLE  
Transit Station  
Area Plan**

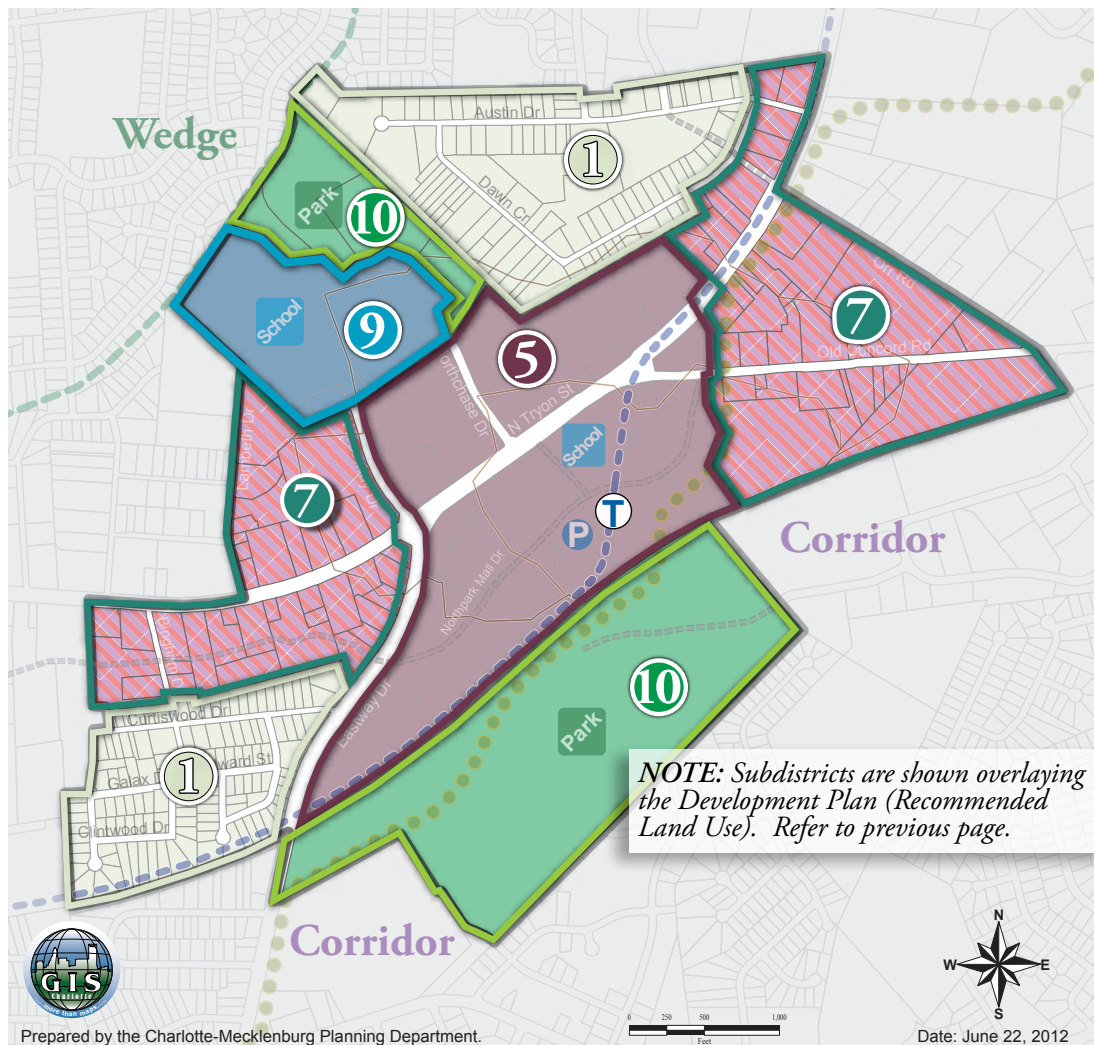
**Concept Plan  
Land Use & Key  
Community Design**



## OLD CONCORD ROAD TRANSIT STATION AREA

**Map 17: STRUCTURE PLAN**

■ Suburban 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-Shipment, Office, Retail, Truck Transport	Industrial, Manufacturing, Warehouse, Office	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 text are not recommended for this station area.*

*Blue Line Extension Transit Station Area Plan*



BLE  
Transit Station  
Area Plan

### Concept Plan Land Use & Key Community Design



## 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 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.







**BLE  
Transit Station  
Area Plan**

**Concept Plan  
Land Use & Key  
Community Design**

**Recommended Land Use**

- Low Density Residential
- Transit Supportive Uses
- Office/Industrial-Warehouse-Distribution

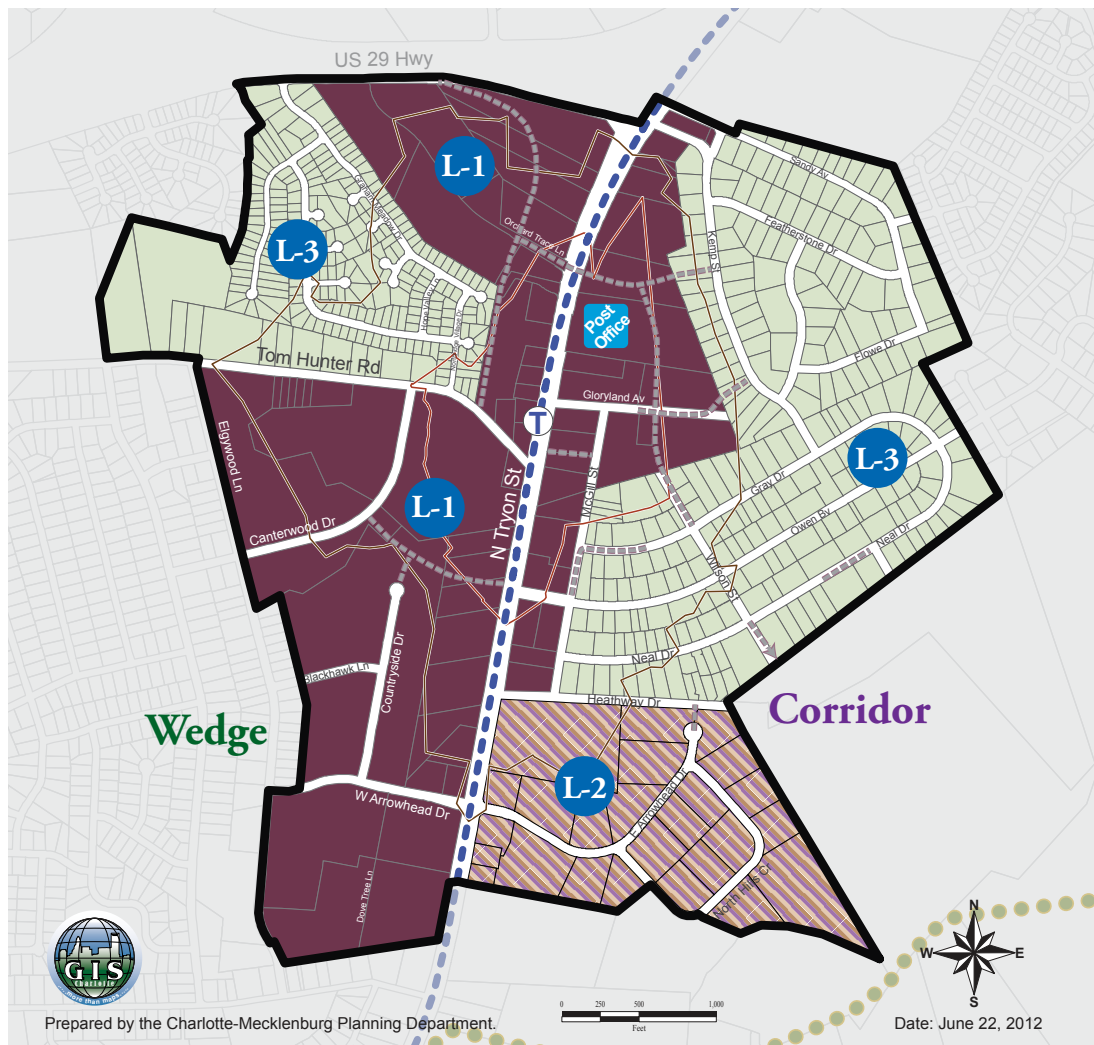
**Current and Future Amenities**

- Proposed Transit Station and Rail Line
- Proposed Street Connection
- Proposed Multi-Use Trail
- 1/4 Mile Walking Distance
- 1/2 Mile Walking Distance
- Existing Public Facility Site

## TOM HUNTER TRANSIT STATION AREA

### Map 19: DEVELOPMENT PLAN

■ Suburban Station



## Tom Hunter Land Use & Key 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 453 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.





**BLE  
Transit Station  
Area Plan**

**Concept Plan  
Land Use & Key  
Community Design**



*Hidden Valley is  
one of the primarily  
single family  
neighborhoods.*

## Tom Hunter Transit Station Area

The Transit Station Area encompasses 212 acres 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 58 acre 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.



**BLE  
Transit Station  
Area Plan**

**Concept Plan  
Land Use & Key  
Community Design**

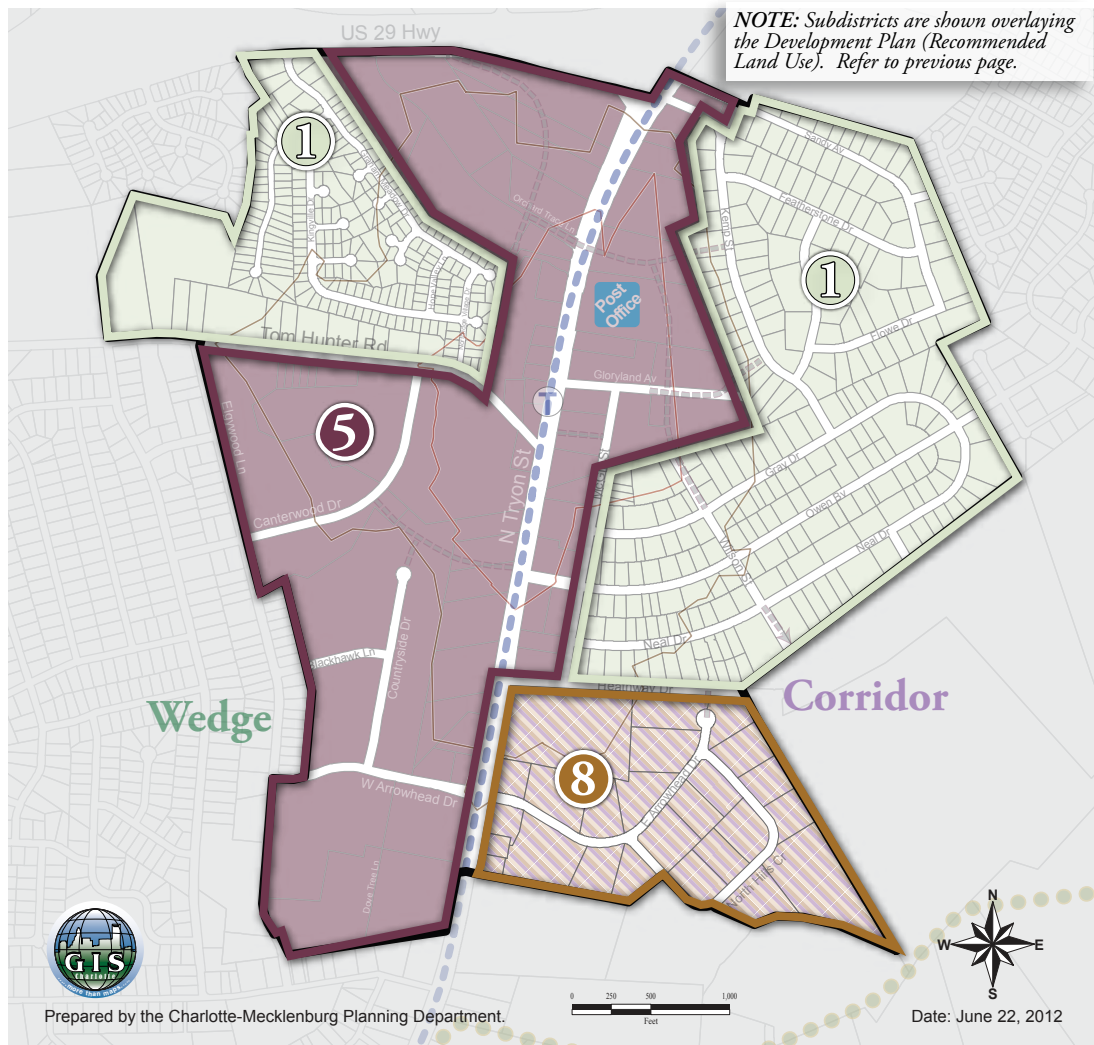


## TOM HUNTER TRANSIT STATION AREA

### Map 20: STRUCTURE PLAN

#### ■ Suburban Station

*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, Office	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 text are not recommended for this station area.*

*Blue Line Extension Transit Station Area Plan*



**BLE  
Transit Station  
Area Plan**

### Concept Plan Community Design

*Good Community Design implemented in the transit station areas should convey the community's unique identity.*

# Community Design Policies

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) Free-standing 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-1 Building Architecture and Site Design

Good building design enhances the community. Design policies provide direction for both new and infill development and need not result in uniformity of design.



**BLE  
Transit Station  
Area Plan**

**Concept Plan  
Community  
Design**



Policy Number	Single Family Detached	Single Family Attached and Multi-Family	Retail-Oriented Mixed/Multi Use	Retail	Office	Transit Supportive Uses	Industrial
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### Community Design Policies (Previously adopted GDP Policies applicable to the BLE)

*Discourage tearing down historic or architecturally significant structures. Instead, encourage the reuse of historic structures.*

1A	•	•	•	•	•	•	•
----	---	---	---	---	---	---	---

*Orient building towards the street. Orient residential building towards the street (unless a thoroughfare) or common open space. Provide pedestrian access to the street.*

1B	•	•	•	•	•	•	•
----	---	---	---	---	---	---	---

*Avoid blank walls along pedestrian circulation areas.*

1C	•	•	•	•	•	•	
----	---	---	---	---	---	---	--

*Design buildings with transparent openings, ornamentation, and architectural character.*

1D	•	•	•	•	•	•	•
----	---	---	---	---	---	---	---

*Establish entrances with pedestrian interest.*

1E		•	•	•	•	•	•
----	--	---	---	---	---	---	---

*Arrange buildings in an orderly block pattern.*

1F			•	•	•	•	
----	--	--	---	---	---	---	--

*Design buildings with human scale and visual interest in mind.*

1G	•	•	•	•	•	•	•
----	---	---	---	---	---	---	---

*Minimize impacts of drive-thru development.*

1H			•	•	•	•	
----	--	--	---	---	---	---	--

*Design for pedestrian safety.*

1I			•	•	•	•	•
----	--	--	---	---	---	---	---

*Locate dumpsters and service areas away from residential areas.*

1J			•	•	•	•	•
----	--	--	---	---	---	---	---

### Community Design Policies (Specific policies developed for the BLE)

**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	•	•	•	•	•	•	
----	---	---	---	---	---	---	--

## Design Policies <sup>1</sup> D-1 Building Architecture and Site Design

Good building design enhances the community. Design policies provide direction for both new and infill development and need not result in uniformity of design.



BLE  
Transit Station  
Area Plan

Concept Plan  
Community  
Design



Policy Number	Single Family Detached	Single Family Attached and Multi-Family	Retail-Oriented Mixed/Multi Use	Retail	Office	Transit Supportive Uses	Industrial
---------------	------------------------	---	---------------------------------	--------	--------	-------------------------	------------

### Community Design Policies (Specific policies developed for the BLE) *continuation*

Place utilities underground wherever possible. Screen above ground 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	•	•					
----	---	---	--	--	--	--	--

*(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.

1Q	•	•					
----	---	---	--	--	--	--	--

<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.



**BLE  
Transit Station  
Area Plan**

**Concept Plan  
Community  
Design**

## Design Policies <sup>1</sup> D-2 Natural Environment

**T**hese policies provide direction to accommodate growth and change while protecting the natural environment on which we depend, including the quality of our air, water, and land.



Policy Number	Single Family Detached	Single Family Attached and Multi-Family	Retail-Oriented Mixed/Multi Use	Retail	Office	Transit Supportive Uses	Industrial
---------------	------------------------	---	---------------------------------	--------	--------	-------------------------	------------

### Community Design Policies (Previously adopted GDP Policies applicable to the BLE)

<i>Provide a meaningful amount of usable and accessible open space. In single family development, this should be common open space.</i>	2A	•	•				
<i>Incorporate functional, unique, natural, and/or historical elements into the open space.</i>	2B	•	•	•	•	•	•
<i>Preserve steep slopes along streams or adjacent to significant natural landscape features.</i>	2C	•	•	•	•	•	•
<i>Design new development and redevelopment to minimize adverse impacts to the tree canopy.</i>	2D	•	•	•	•	•	•
<i>Preserve at least 15% of the site as "tree save area" consistent with residential tree ordinance.</i>	2E	•	•				
<i>Use a bridge rather than a culvert at existing creeks, where possible. Avoid piping creeks and minimize channelization.</i>	2F		•	•	•	•	•
<i>Consider pervious pavement for overflow parking.</i>	2G		•	•	•	•	•

### Community Design Policies (Specific policies developed for the BLE)

<b>Integrate significant functional open space into the design of new development.</b>	<b>2H</b>			•	•	•	•
<b>Encourage "green" site design and building practices, especially to reduce storm water runoff and provide other environmental benefits.</b>	<b>2I</b>	•	•	•	•	•	•

<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.





**BLE  
Transit Station  
Area Plan**

**Concept Plan  
Community  
Design**

## Design Policies <sup>1</sup> D-3 Pedestrian and Vehicle Networks

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 *Urban Street Design Guidelines (2007)* and the Transportation section of this area plan.



Policy Number	Single Family Detached	Single Family Attached and Multi-Family	Retail-Oriented Mixed/Multi Use	Retail	Office	Transit Supportive Uses	Industrial
---------------	------------------------	---	---------------------------------	--------	--------	-------------------------	------------

### Community Design Policies (Previously adopted GDP Policies applicable to the BLE)

Provide pedestrian amenities, such as street furniture and pedestrian scale lighting.	3A		•	•	•	•	•
Provide ample sidewalk width to accommodate pedestrian circulation, congregation, outdoor dining, and amenities such as street furnishings, trash receptacles, art work and trees.	3B			•	•	•	•
Provide bicycle parking in appropriate common areas (for example, near playgrounds, parks, and swimming pools).	3C	•	•	•	•	•	•
Provide bicycle parking and storage areas.	3D			•	•	•	•
Provide pedestrian/bicycle connections to parks, greenways, bikeways, and trails.	3E	•	•	•	•	•	•
Provide direct pedestrian and bicycle connections between abutting or adjacent developments and transit stops.	3F	•	•	•	•	•	•
Design streets with pedestrian safety and comfort in mind.	3G	•	•	•	•	•	•
Create an interconnected sidewalk system.	3H		•	•	•	•	•
Encourage shared alleys and other forms of access.	3I	•	•				
Encourage shared driveways and alleys within the development.	3J			•	•	•	•
Design street system to calm traffic and enhance pedestrian and bicycle activity. Design streets with pedestrian safety and comfort in mind.	3K	•	•	•	•	•	•
Design and preserve short blocks with an organized street pattern.	3L			•	•	•	•
Align collectors at thoroughfare intersections to promote safe crossings for pedestrians, cyclists, and automobile drivers.	3M	•	•				
Provide on-street parking to reduce the size of surface parking lots.	3N	•	•	•	•	•	•
Provide controlled vehicular entry points through the use of medians and fewer and more strategically located curb cuts.	3O	•	•	•	•	•	•
Design an internal street system with spine road, including: • Parallel parking, street trees, and sidewalks. • Driveways, secondary streets, and/or pedestrian paths to connect parking lots and primary street. • Sidewalks on secondary streets.	3P		•				



**BLE  
Transit Station  
Area Plan**

**Concept Plan  
Community  
Design**

## Design Policies <sup>1</sup> D-3 Pedestrian and Vehicle Networks

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 *Urban Street Design Guidelines (2007)* and the Transportation section of this area plan.



Policy Number	Single Family Detached	Single Family Attached and Multi-Family	Retail-Oriented Mixed/Multi Use	Retail	Office	Transit Supportive Uses	Industrial
---------------	------------------------	---	---------------------------------	--------	--------	-------------------------	------------

### Community Design Policies (Previously adopted GDP Policies applicable to the BLE) *continuation*

<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			•	•	•	•	•

### Community Design Policies (Specific policies developed for the BLE)

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	•	•	•	•	•	•	•

<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.



**BLE  
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Area Plan**

**Concept Plan  
Community  
Design**

## Design Policies <sup>1</sup> D-4 Freestanding Interconnected Buildings

**F**reestanding 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.



Policy Number	Single Family Detached	Single Family Attached and Multi-Family	Retail-Oriented Mixed/Multi Use	Retail	Office	Transit Supportive Uses	Industrial
---------------	------------------------	---	---------------------------------	--------	--------	-------------------------	------------

### Community Design Policies (Previously adopted GDP Policies applicable to the BLE)

*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.*

4A

• • • • •

*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.*

4B

• • • • •

*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.*

4C

• • • • •

*Cluster site layout in a village arrangement around shared amenities.*

4D

• • • • •

### Community Design Policies (Specific policies developed for the BLE)

**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 re-development 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.







**BLE  
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Area Plan**

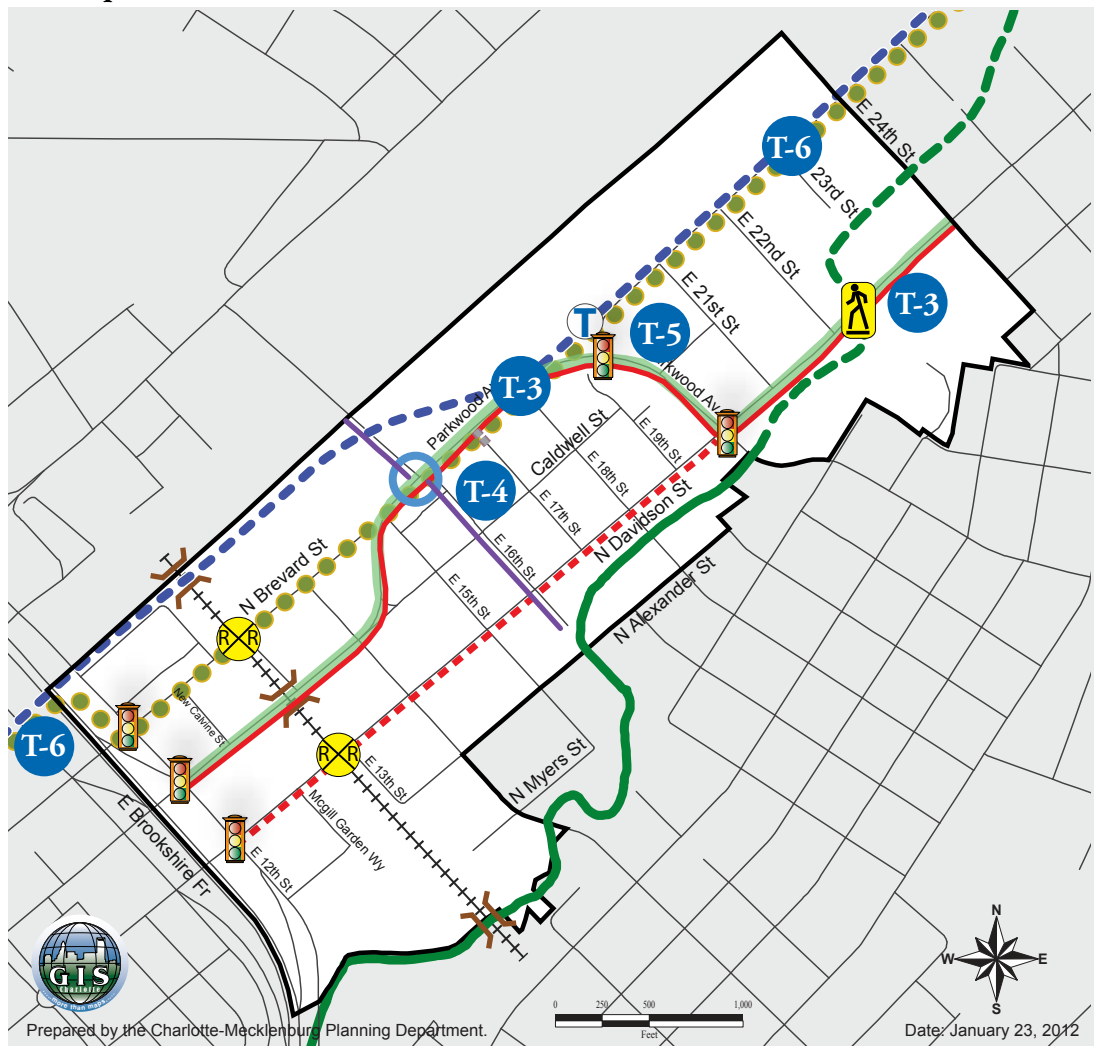
### Concept Plan Transportation

#### Mobility Projects

-  Proposed Transit Station and Rail Line
-  Proposed Bicycle Lane
-  Proposed Shared Lane Markings
-  Proposed/Upgraded Sidewalk
-  Proposed Streetscape
-  Proposed Signalized Intersection
-  Proposed Pedestrian Crossing
-  Proposed Enhanced Intersection
-  Railroad Crossing
-  Proposed Overpass/Underpass
-  Proposed Little Sugar Creek Greenway
-  Existing Little Sugar Creek Greenway
-  Proposed Multi-Use Trail
-  Freight Railroad

## PARKWOOD TRANSIT STATION AREA

**Map 21: FUTURE TRANSPORTATION NETWORK ■ Urban Station**



## Transportation Policies












This section outlines transportation recommendations addressing both proposed new streets and enhancements to existing streets to make them more attractive to all users, including pedestrians and bicyclists. These recommendations include future City-sponsored capital improvements, as well as improvements facilitated by private investment during 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.



**BLE  
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Area Plan**

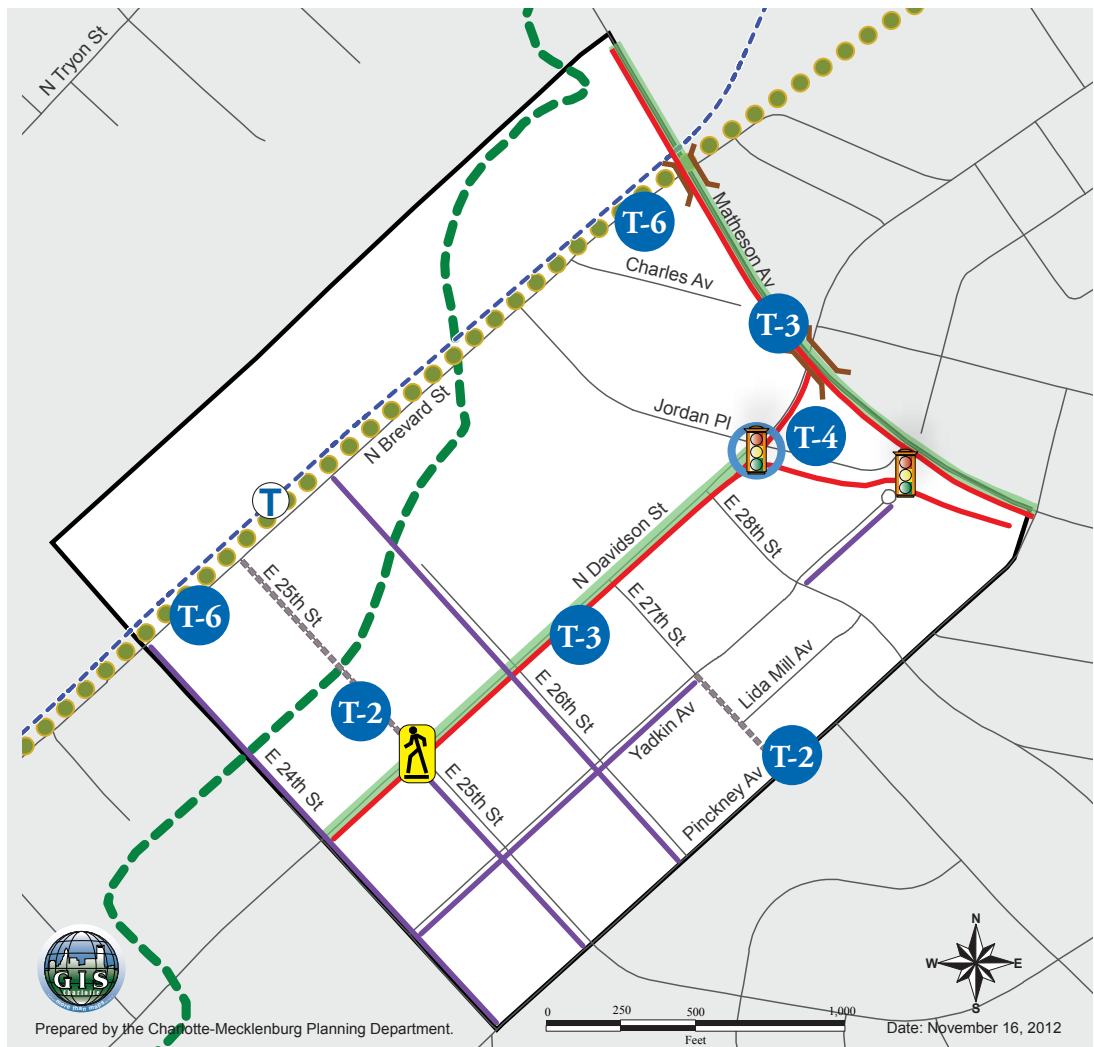
### Concept Plan Transportation

#### Mobility Projects

-  Proposed Transit Station and Rail Line
-  Proposed Local Street
-  Proposed Bicycle Lane
-  Proposed/Upgraded Sidewalk
-  Proposed Streetscape
-  Proposed Signalized Intersection
-  Proposed Pedestrian Crossing
-  Proposed Enhanced Intersection
-  Proposed Overpass/Underpass
-  Proposed Little Sugar Creek Greenway
-  Proposed Multi-Use Trail

## 25th STREET TRANSIT STATION AREA

**Map 22: FUTURE TRANSPORTATION NETWORK ■ Urban Station**



### *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.



# BLE Transit Station Area Plan

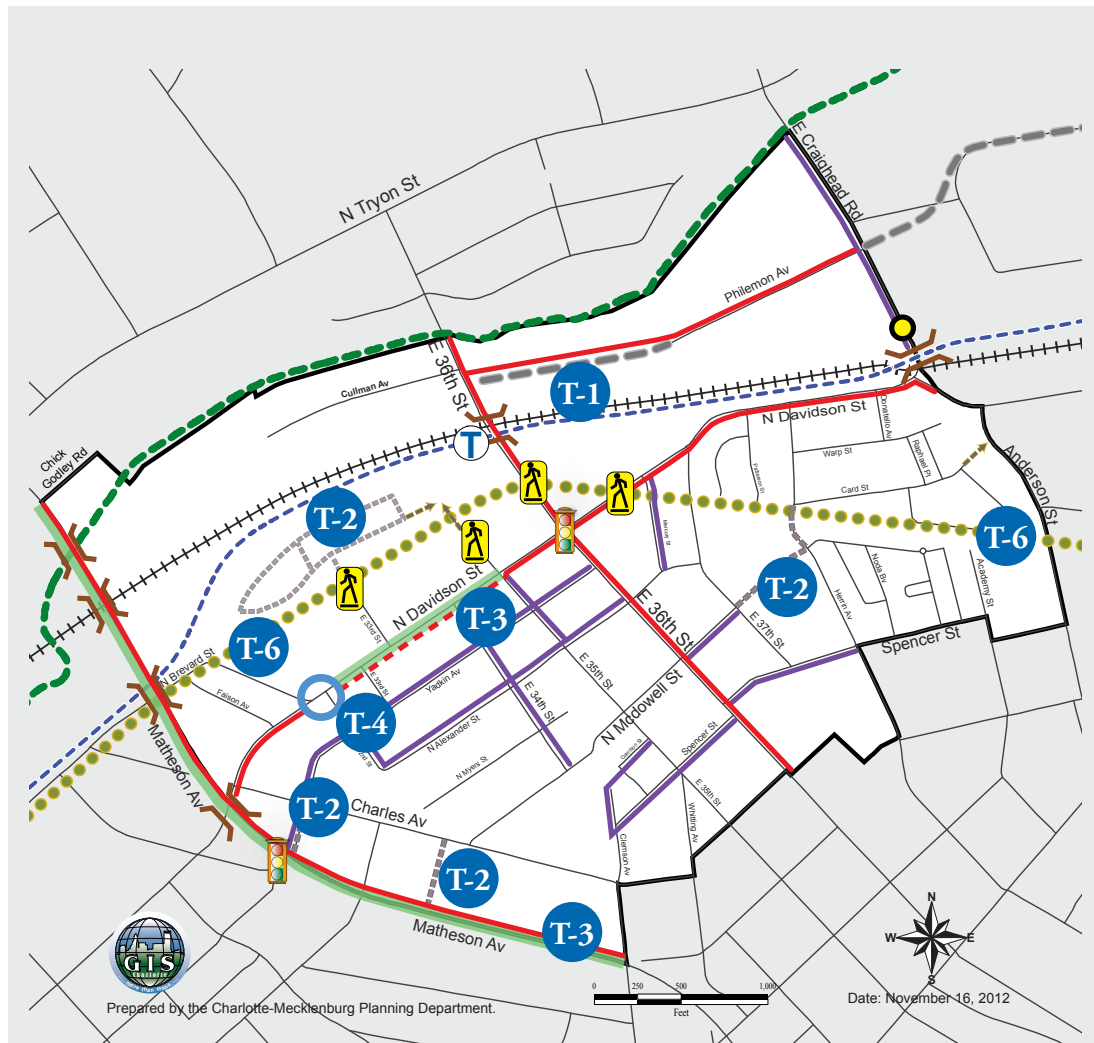
## Concept Plan Transportation

### Mobility Projects

- |  |  |
|--|--|
|  | Proposed Transit Station and Rail Line             |
|  | Proposed Local Street                              |
|  | Proposed Avenue                                    |
|  | Future Streets by Development                      |
|  | Proposed Cul-de-Sac / Street Disconnected by NCDOT |
|  | Proposed Bicycle Lane                              |
|  | Proposed Shared Lane Markings                      |
|  | Proposed/Upgraded Sidewalk                         |
|  | Proposed Streetscape                               |
|  | Proposed Signalized Intersection                   |
|  | Proposed Pedestrian Crossing                       |
|  | Proposed Enhanced Intersection                     |
|  | Proposed Overpass/Underpass                        |
|  | Proposed Little Sugar Creek Greenway               |
|  | Proposed Multi-Use Trail                           |
|  | Freight Railroad                                   |

## 36th STREET TRANSIT STATION AREA

**Map 23: FUTURE TRANSPORTATION NETWORK ■ Urban Station**



**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 Eastway Drive (Sugar Creek Station Area); and
- North Tryon Street from Sugar Creek Road to Old Concord Road (Sugar Creek and Old Concord Road Station Areas).























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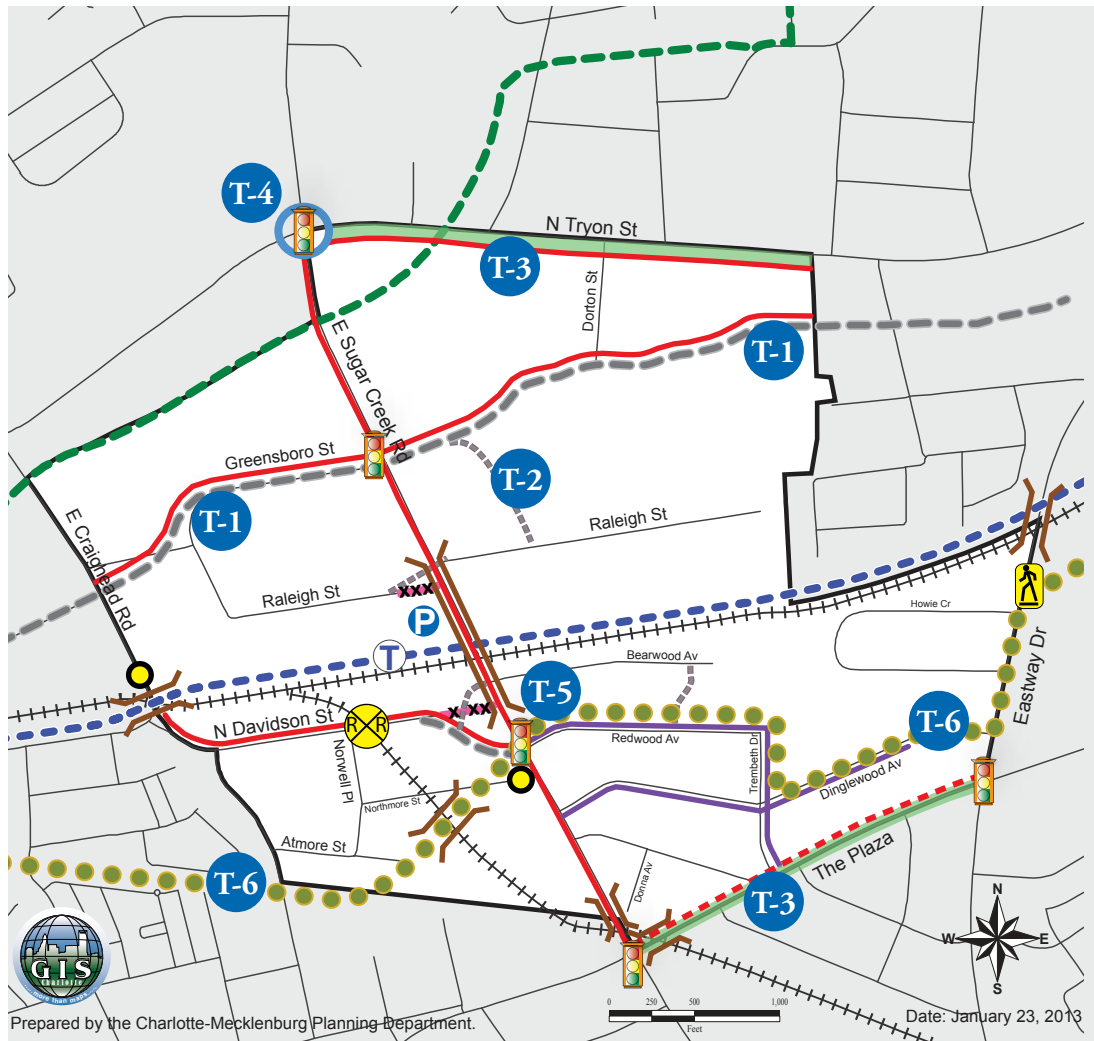
### Concept Plan Transportation

#### Mobility Projects

-  Proposed Transit Station and Rail Line
-  Proposed LYNX Park and Ride
-  Proposed Local Street
-  Proposed Avenue
-  Proposed Street Removal Following Road Realignment
-  Proposed Cul-de-Sac / Street Disconnected by NCDOT
-  Proposed Bicycle Lane
-  Proposed Shared Lane Markings
-  Proposed/Upgraded Sidewalk
-  Proposed Streetscape
-  Proposed Signalized Intersection
-  Proposed Pedestrian Crossing
-  Proposed Enhanced Intersection
-  Proposed Railroad Crossing
-  Proposed Overpass/Underpass
-  Proposed Little Sugar Creek Greenway
-  Proposed Multi-Use Trail
-  Freight Railroad

## SUGAR CREEK TRANSIT STATION AREA

**Map 24: FUTURE TRANSPORTATION NETWORK ■ Urban Station**



**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);
- East Sugar Creek Road and North Davidson Street (Sugar Creek 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).



**BLE  
Transit Station  
Area Plan**

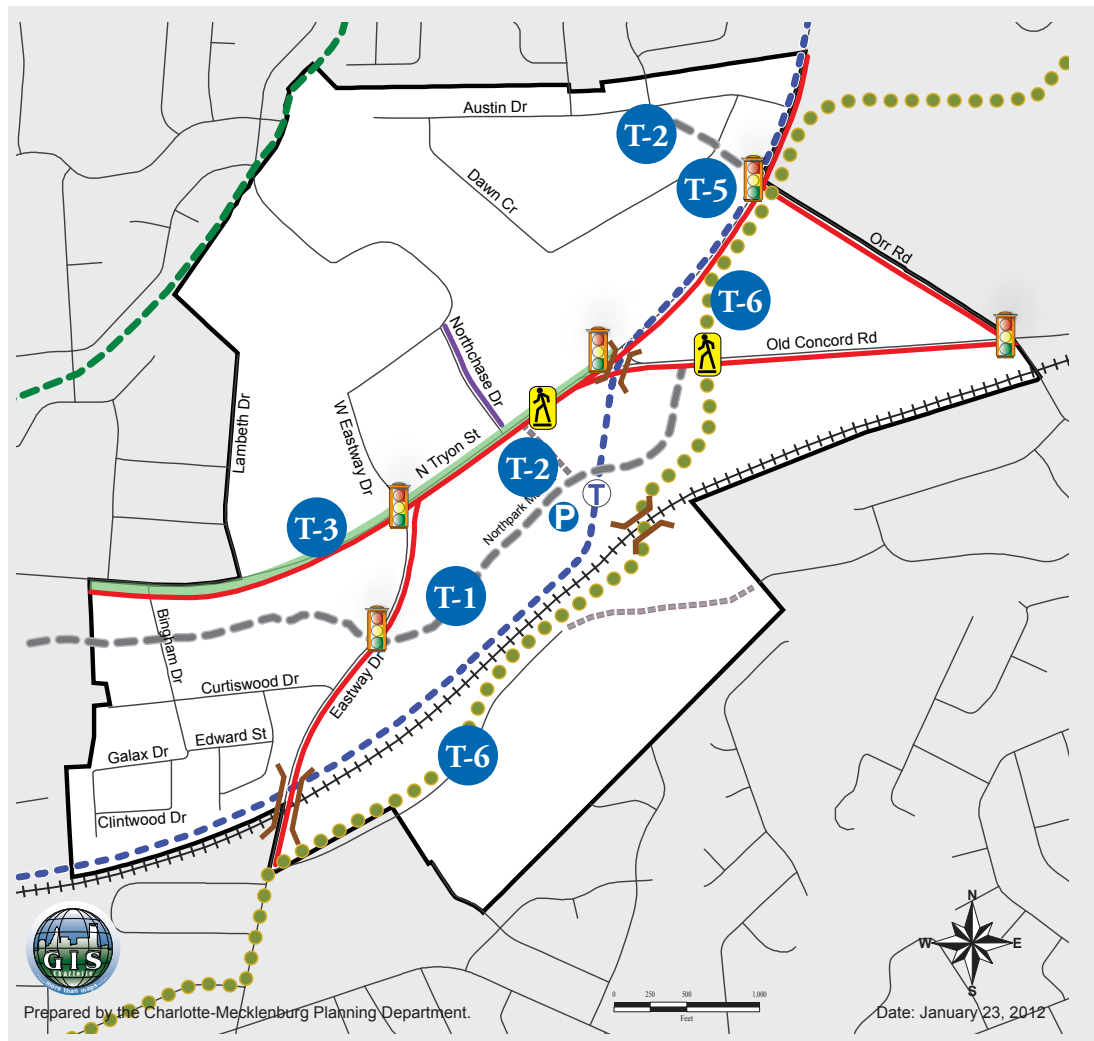
### Concept Plan Transportation

#### Mobility Projects

-  Proposed Transit Station and Rail Line
-  Proposed LYNX Park and Ride
-  Proposed Local Street
-  Proposed Avenue
-  Proposed Bicycle Lane
-  Proposed/Upgraded Sidewalk
-  Proposed Streetscape
-  Proposed Signalized Intersection
-  Proposed Pedestrian Crossing
-  Proposed Overpass/Underpass
-  Proposed Little Sugar Creek Greenway
-  Proposed Multi-Use Trail
-  Freight Railroad

## OLD CONCORD ROAD TRANSIT STATION AREA

**Map 25: FUTURE TRANSPORTATION NETWORK ■ Suburban Station**



### *Bicycle and Pedestrian Network*







- T-6 Develop a multi-use trail** linking Uptown and the University area via Station Areas. 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. Through NoDa, utilize the AC&W right of way as part of the path through the community.
- 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. 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).



**BLE  
Transit Station  
Area Plan**

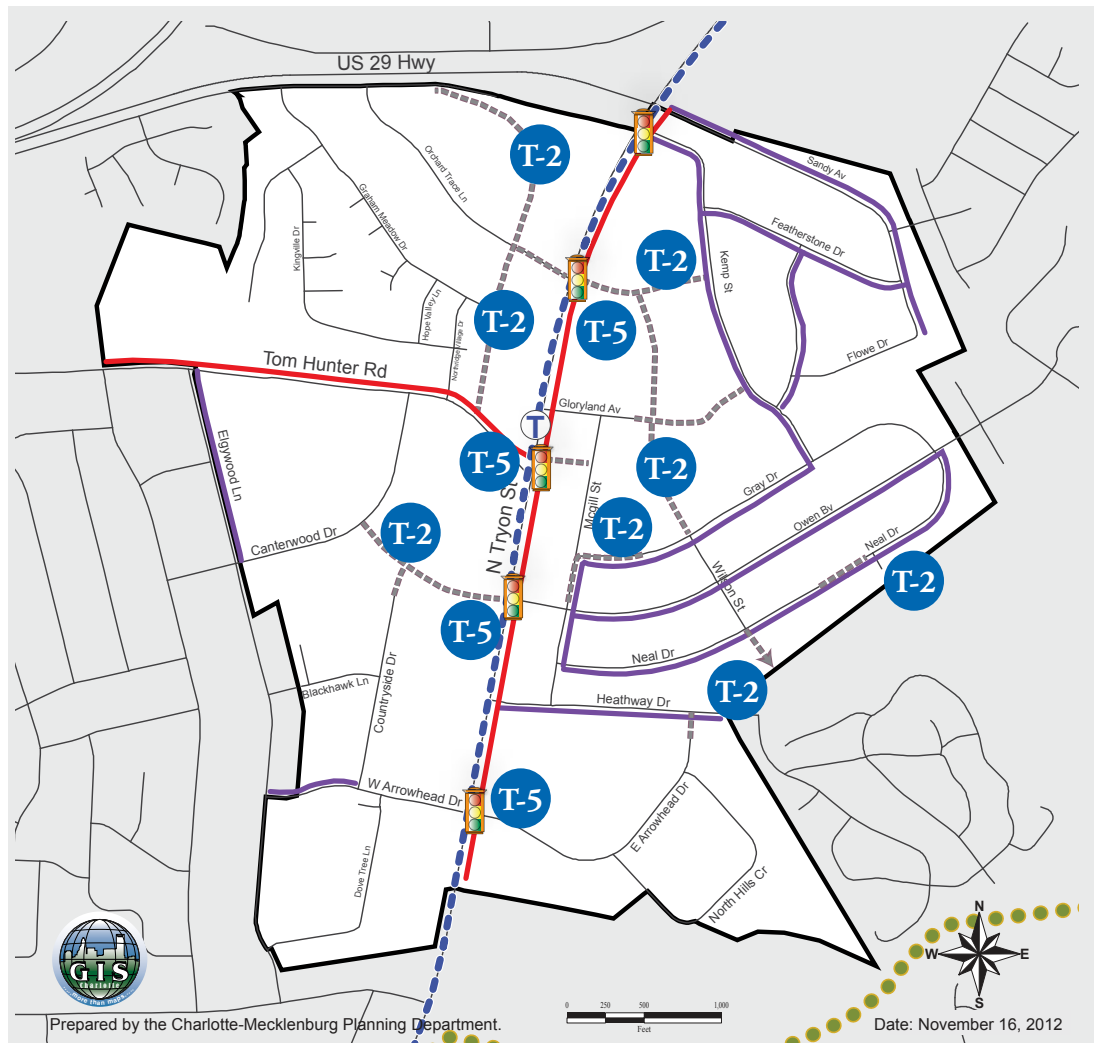
### Concept Plan Transportation

#### Mobility Projects

-  Proposed Transit Station and Rail Line
-  Proposed Local Street
-  Proposed Bicycle Lane
-  Proposed/Upgraded Sidewalk
-  Proposed Signalized Intersection
-  Proposed Multi-Use Trail

## TOM HUNTER TRANSIT STATION AREA

**Map 26: FUTURE TRANSPORTATION NETWORK ■ Suburban Station**



- T-9 Create bicycle lanes along Avenues** through 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 in the sidewalk network may first require verification of citizen support through a petition-based process prior to implementation.





**BLE  
Transit Station  
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### Concept Plan Transportation

## Street Cross-Sections

The streetscape cross-sections and development standards will help shape the character of the future street network. Future street cross-sections have not been determined where few changes are anticipated, primarily in residential neighborhoods. Cross-sections are in accordance with the *Urban Street Design Guidelines* (USDG), adopted by City Council in 2007.

The streetscape cross-sections specifically define the character and width of the area behind the curbs for sidewalks, landscaping, and pedestrian amenities as well as building setback guidelines. They also illustrate the future character inside the curbs, visualizing the conceptual location for travel lanes, bicycle lanes, transit, and provisions for on-street parking. The streetscape cross-sections will be used by the Charlotte Department of Transportation (CDOT) and the Charlotte-Mecklenburg Planning Department to set the location of the ultimate curb lines.

When this plan is adopted, the streetscape standards specified herein will become the official “Streetscape Plan” for each Transit Station plan area, as referenced in the *Charlotte Zoning Ordinance*. As such, future development zoned PED Overlay, MUDD, NS, UR, TOD, TS, UMUD, or other urban zoning districts that may be established, must be designed in accordance with these standards. Future development not zoned to one of these urban districts will be required to construct the streetscape as may be indicated under other applicable regulations. The four street types used within the plan area are listed below.

**Avenues** can serve a diverse set of functions in a wide variety of land use contexts. They are the most common non-local street type in the plan area, as well as in Charlotte. Avenues provide access from neighborhoods to commercial areas, between areas of the city, and in some cases, through neighborhoods. They are designed to provide a balance of service for all users, but with special emphasis on pedestrians and localized transit services. Avenues may also have options for on-street parking and dedicated bicycle lanes.

**Boulevards** are intended to move large numbers of vehicles, often as “through traffic”, from one part of the city to another. As a result, the modal priority on Boulevards shifts (from the Main Street’s pedestrian priority and the Avenue’s modal balance) somewhat towards motor vehicles, while still accommodating pedestrians and cyclists as safely and comfortably as possible. Many major thoroughfares will be classified as Boulevards and, as with Avenues, a variety of land uses and development intensities will be found along Boulevards.

**Main Streets** provide access to and function as centers of civic, social, and commercial activity. They may exist in older neighborhood centers or potentially refurbished business areas. New Main Streets may be developed in mixed-use developments or as part of pedestrian-oriented developments. Main Streets are pedestrian-oriented to complement the development next to the street. Main Street development is people-intensive and pedestrian-scaled, both in terms of design and land use. Main Street land uses should be generators and attractors of pedestrian activity.

**Local Streets** provide access to residential, commercial, or mixed-use districts. Many of Charlotte’s streets are classified as local streets and are typically built as development occurs. Local Streets within neighborhoods and other established areas are likely to remain unchanged and therefore a specific cross-section is not provided for them.



**BLE  
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Area Plan**

### Concept Plan Transportation



## PARKWOOD TRANSIT STATION AREA

**Map 27: CROSS-SECTION LOCATIONS**

■ Urban Station



### *Parkwood Cross-Sections Locations*

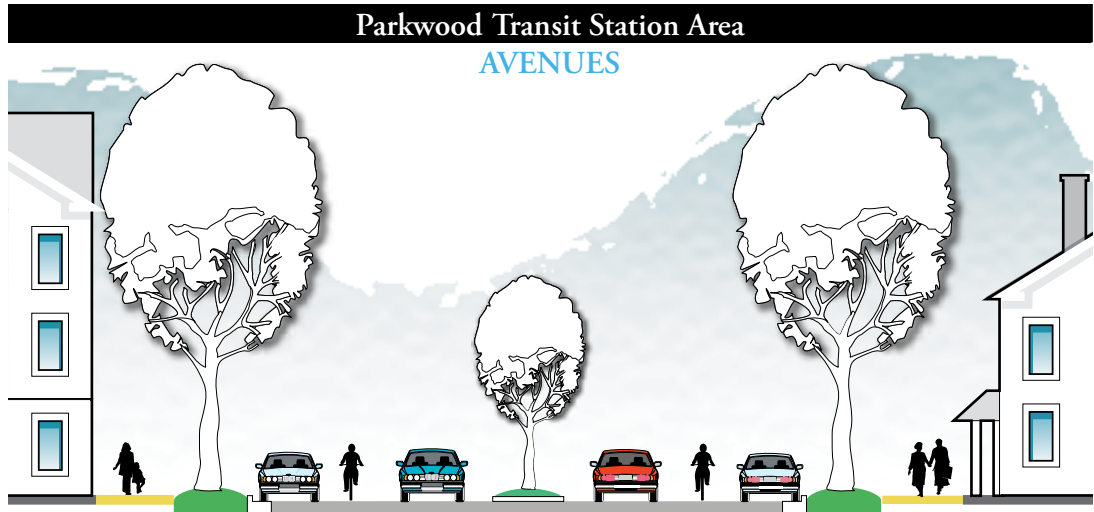
- Avenues**
- A1** North Brevard St  
(Parkwood Av to E 24th St)
  - A2** North Caldwell St  
(East 12th St to Belmont Av)
  - A3** North Davidson St  
(E 12th St to Parkwood Av)
  - A4** North Davidson St  
(Parkwood Av to E 24th St)
  - A5** Parkwood Av  
(Belmont Av to N Brevard St)
  - A6** Parkwood Av  
(N Brevard St to N McDowell St)

- Local Streets**
- S1** Transit-Supportive/  
Mixed-Use Areas
  - S2** Low-Density Residential  
Areas



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Area Plan

### Concept Plan Transportation



#### A1: North Brevard Street (Parkwood Avenue to East 24th Street)

Side path 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

#### A2: North Caldwell Street (East 12th Street to Belmont Avenue)

8'	8'	n/a	n/a	11'	11'	n/a	11'	11'	n/a	n/a	8'	8'
16' setback	Retain existing curb										16' setback	

#### A3: 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

#### A4: North Davidson Street (Parkwood Avenue to East 24th Street)

8'	8'	8'*	5'	10'	n/a	10'	5'	n/a	Side path along Cordelia Park edge
16' setback	*Option to widen for recessed parking								16' setback

#### A5: Parkwood Avenue (Belmont Avenue to North Brevard Street)

12' multi-use path on NW side	n/a	n/a	11'	11'	n/a	11'	11'	n/a	n/a	8'	8'
16' setback	Retain existing curb									16' setback	

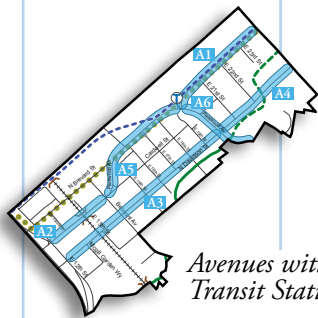
#### A6: Parkwood Avenue (North Brevard Street to North McDowell Street)

8'	8'	n/a	n/a	11'	11'	n/a	11'	11'	n/a	n/a	8'	8'
16' setback	Retain existing curb									16' setback		

**NOTE:** Additional setback footage may be required for additional improvements.

Urban Street Design Guidelines (2007) recommends:  
Posted Speed – 25-30 mph, with 35 mph allowable.  
Design Speed – 30-40 mph.

Sources: Charlotte Department of Transportation (CDOT), 2012



Avenues within the Parkwood  
Transit Station Area





**BLE  
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Area Plan**

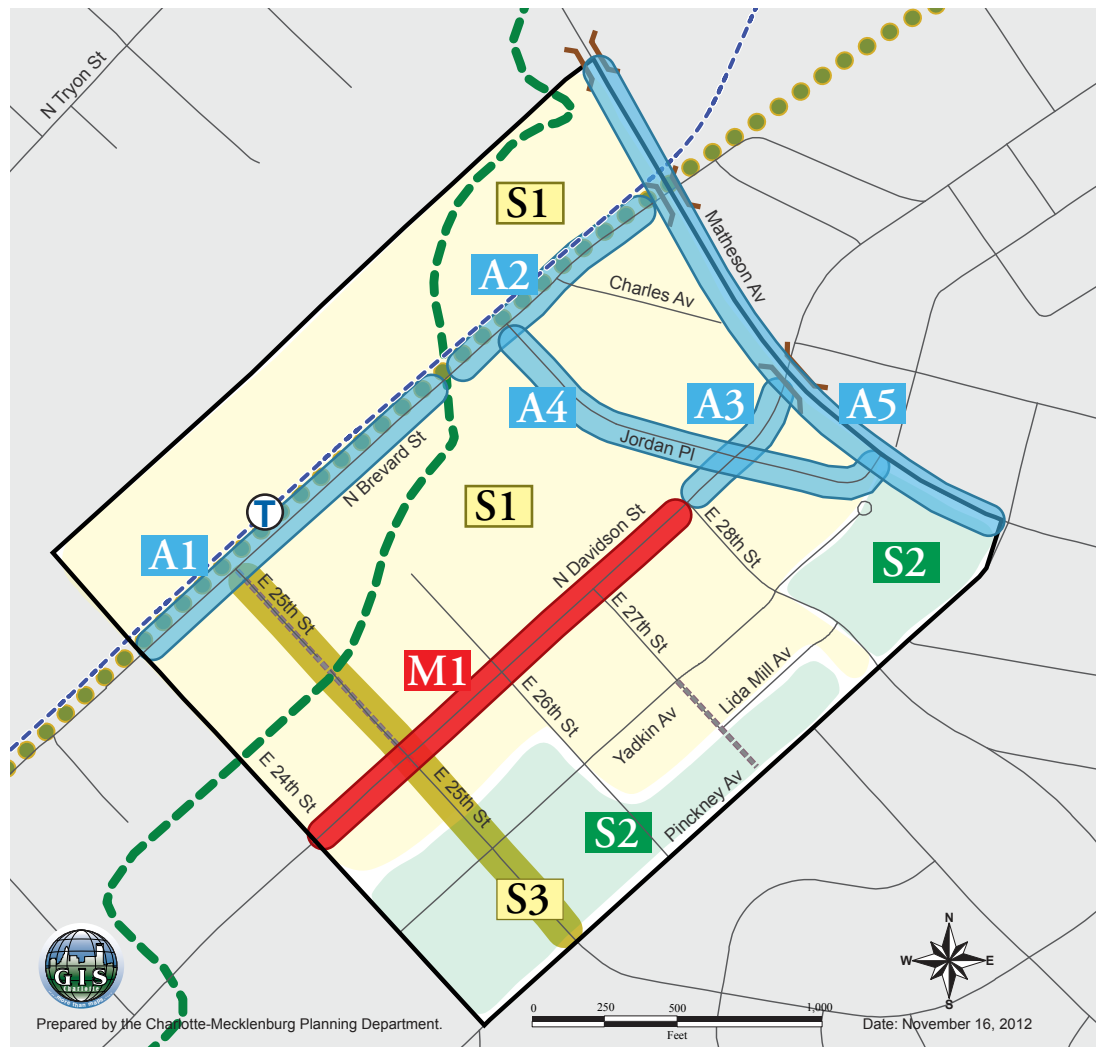
### Concept Plan Transportation



## 25TH STREET TRANSIT STATION AREA

**Map 28: CROSS-SECTION LOCATIONS**

■ Urban Station



### 25th Street Cross-Sections Locations

#### Avenues

- A1** North Brevard St  
(East 24th St to Little Sugar Cr)
- A2** North Brevard St  
(Little Sugar Cr to Matheson Br)
- A3** North Davidson St  
(E 28th St to Matheson Br)
- A4** Jordan Place  
(N Brevard St to Matheson Av)
- A5** Matheson Av  
(NCR Bridge to Pinckney Av)

#### Main Streets

- M1** North Davidson St  
(East 24th St to East 28th St)

#### Local Streets

- S1** Transit-Supportive/  
Mixed-Use Areas
- S2** Low-Density Residential  
Areas
- S3** Office-Commercial Wide



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### Concept Plan Transportation

## 25th Street Transit Station Area

### AVENUES



	Sidewalk	Planting Strip	Parking	Bike Lane	Travel Lane	Median	Travel Lane	Bike Lane	Parking	Planting Strip	Sidewalk
A1: North Brevard Street (East 24th Street to Little Sugar Creek)											
	Side path 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	
A2: 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	
A3: 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									16' setback	
A4: 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	
A5: 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	

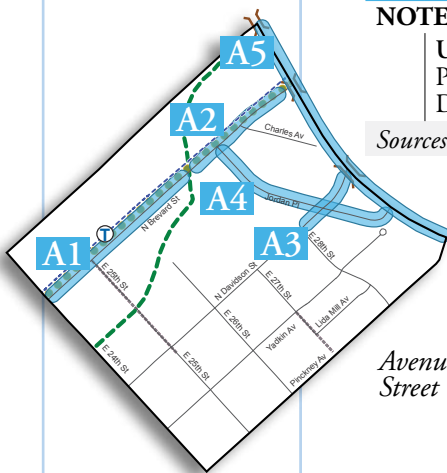
**NOTE:** Additional setback footage may be required for additional improvements.

Urban Street Design Guidelines (2007) recommends:

Posted Speed – 25-30 mph, with 35 mph allowable.

Design Speed – 30-40 mph.

Sources: Charlotte Department of Transportation (CDOT), 2012



*Avenues within the 25th  
Street Transit Station Area*

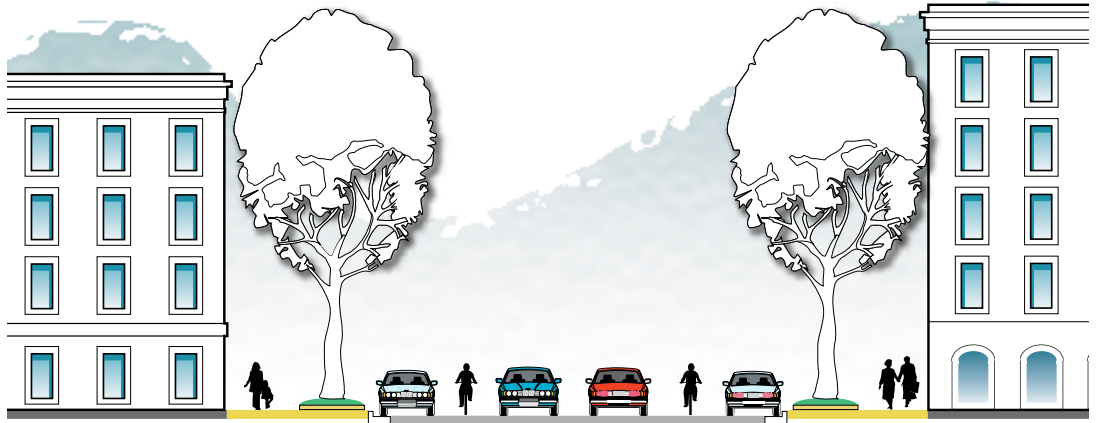


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### Concept Plan Transportation

## 25th Street Transit Station Area

### MAIN STREETS



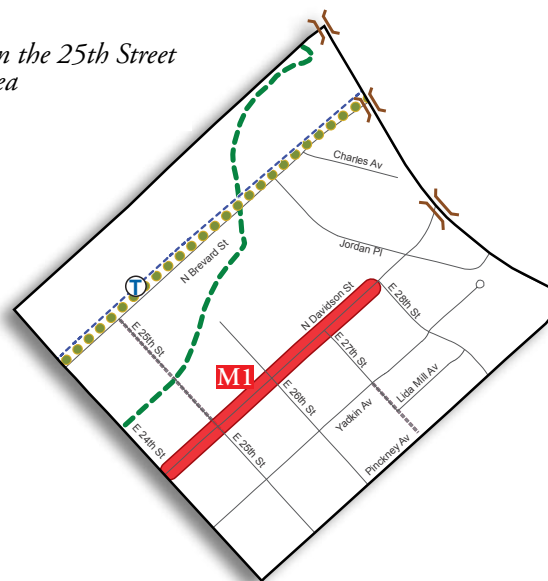
Sidewalk	Raised Planter	Parking	Bike Lane	Travel Lane	Travel Lane	Bike Lane	Parking	Raised Planter	Sidewalk
<b>M1: North Davidson Street (East 24th Street to East 28th Street)</b>									
8'	8'	8'	n/a	13'	13'	n/a	8'	8'	8'
16' / 20' if residential	Relocate curb for recessed parking							16' / 20' if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

**NOTE:** Additional setback footage may be required for additional improvements.

Urban Street Design Guidelines (2007) recommends:  
Maximum Posted Speed – 25 mph.  
Design Speed – 25 mph, equal to posted speed.

Sources: Charlotte Department of Transportation (CDOT), 2012

*Main streets within the 25th Street  
Transit Station Area*







**BLE  
Transit Station  
Area Plan**

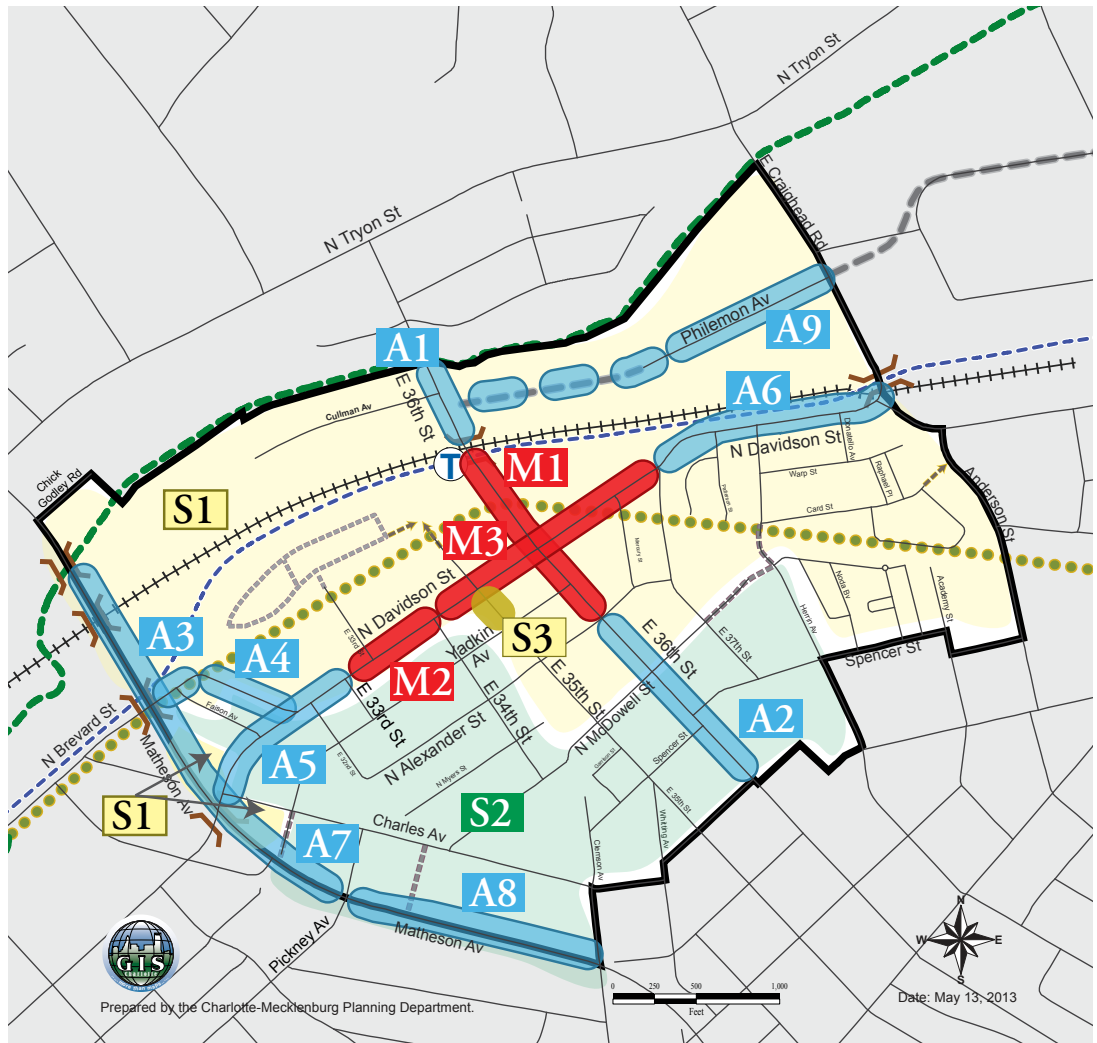
### Concept Plan Transportation



## 36th STREET TRANSIT STATION AREA

**Map 29: CROSS-SECTION LOCATIONS**

■ Urban Station



### 36th Street Cross-Sections Locations

#### Avenues

- A1** East 36th St  
(Little Sugar Cr to NCRR Bridge)
- A2** East 36th St  
(N Alexander St to Charles Av)
- A3** North Brevard St  
(Matheson Bridge to Duke Substation Driveway)
- A4** North Brevard St  
(Duke Substation Driveway to N Davidson St)

- A5** N Davidson St  
(Matheson Bridge to E 33rd St)
- A6** N Davidson St  
(E 37th St to Craighead Rd)
- A7** Matheson Av  
(NCRR Bridge to Pinckney Av)
- A8** Matheson Av  
(Pinckney Av to Clemson Av)
- A9** Philemon Av  
(E 36th St to Craighead Rd)

#### Main Streets

- M1** East 36th St  
(NCRR Bridge to N Alexander St)
- M2** North Davidson St  
(E 33rd St to E 34th St)
- M3** North Davidson St  
(E 34th St to E 37th St)

#### Local Streets

- S1** Transit-Supportive/  
Mixed-Use Areas
- S2** Low-Density Residential  
Areas
- S3** East 36th St  
(N Davidson St to Yadkin Av)

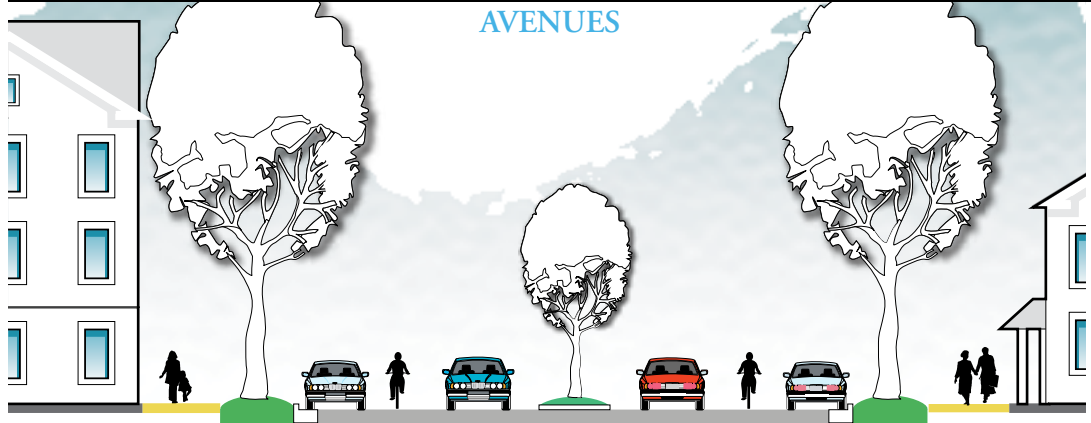


**BLE  
Transit Station  
Area Plan**

### Concept Plan Transportation

## 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 NCRR Bridge)

8'	8'	n/a	5'	10'	n/a	10'	5'	n/a	8'	8'
16' setback									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									16' setback	
Retain existing curb										

#### 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		*Option to widen on southeastern side of street for recessed parking						16' setback	

#### A4: North Brevard Street (Duke Substation Driveway to North Davidson Street)

8'	8'	8'*	5'**	12'	n/a	12'	5'**	8'*	8'	8'
16' setback		*Option to widen recessed parking **6' bike lanes preferred adjacent to on street pkg							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									16' setback	
Retain existing curb										

#### A6: North Davidson Street (East 37th Street to East Craighead Road)

10'*	5'	n/a	6'	10'	n/a	10'	6'	n/a	8'	8'
16' setback									16' setback	
*Multi-use path adjacent to RR (37th St to Craighead), otherwise 8' sidewalk and 8' planting strip										

#### 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									20' setback	
*Buffered bike lanes										

#### A8: Matheson Avenue (Pickney Avenue to Clemson Avenue)

8'	8'	8'*	5.5'	10'	13'	10'	5.5'	8'*	8'	8'
20' setback									20' setback	

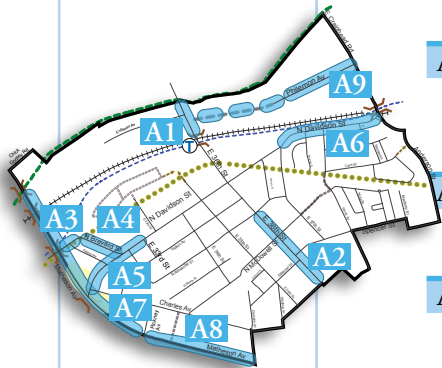
#### A9: Philemon Avenue (East 36th Street to Craighead Road)

8'	8'	8'*	5'	11'	Option-al	11'	5'	8'*	8'	8'
20' setback									20' setback	
*Option to construct parking										

**NOTE:** Additional setback footage may be required for additional improvements.

Urban Street Design Guidelines (2007) recommends:  
Posted Speed – 25-30 mph, with 35 mph allowable.  
Design Speed – 30-40 mph.

Sources: Charlotte Department of Transportation (CDOT), 2012



*Avenues within  
the 36th Street  
Transit Station  
Area*

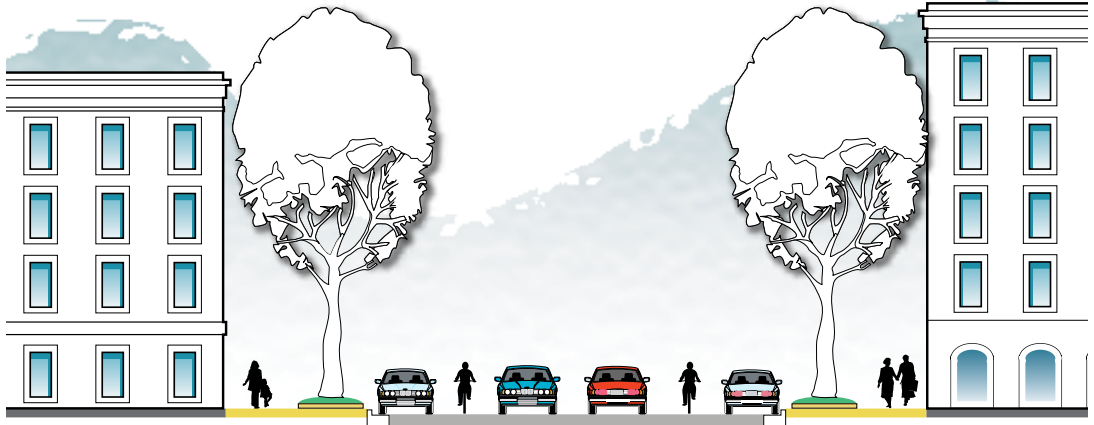


**BLE  
Transit Station  
Area Plan**

### Concept Plan Transportation

## 36th Street Transit Station Area

### MAIN STREETS

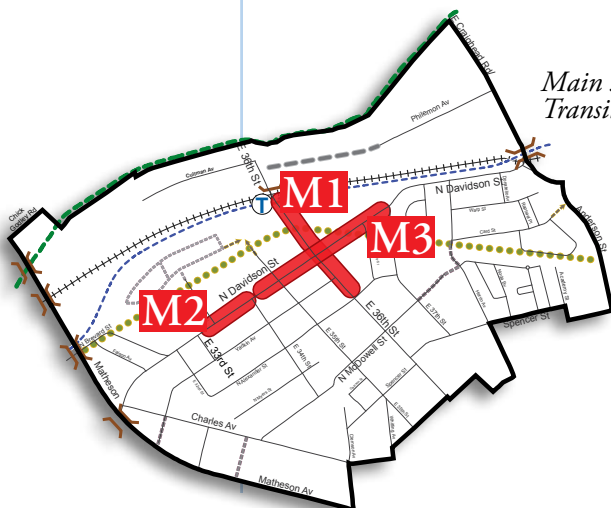


Sidewalk	Raised Planter	Parking	Bike Lane	Travel Lane	Travel Lane	Bike Lane	Parking	Raised Planter	Sidewalk
M1: East 36th Street (NCRR Bridge to North Alexander Street)									
8'	8'	8'	n/a	10'	10'	n/a	8'	8'	8'
16' setback		Retain existing curb location (48') and left turn lanes						16' setback	
M2: 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		Relocated curb for recessed parking						16' / 20' if residential	
M3: North Davidson Street (East 34th Street to East 37th Street)									
8'	8'	Existing	n/a	Existing	Existing	n/a	Existing	8'	8'
16' setback		Retain existing curb location						16' setback	

**NOTE:** Additional setback footage may be required for additional improvements.

Urban Street Design Guidelines (2007) recommends:  
Maximum Posted Speed – 25 mph.  
Design Speed – 25 mph, equal to posted speed.

Sources: Charlotte Department of Transportation (CDOT), 2012



*Main streets within the 36th Street  
Transit Station Area*





**BLE  
Transit Station  
Area Plan**

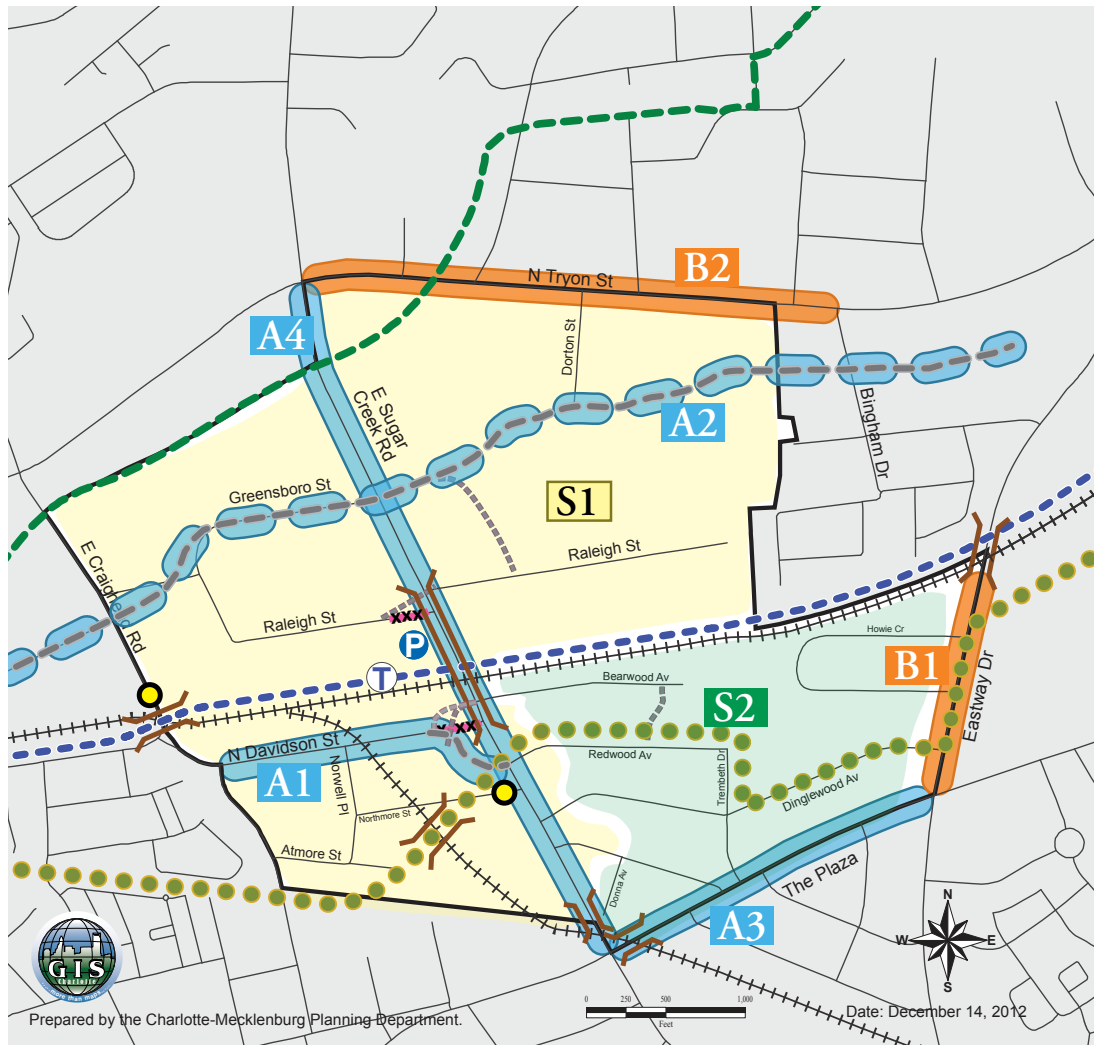
### Concept Plan Transportation



## SUGAR CREEK TRANSIT STATION AREA

**Map 30: CROSS-SECTION LOCATIONS**

■ Urban Station



### *Sugar Creek Cross-Sections Locations*

#### Avenues

- A1** North Davidson St  
(E Craighead Rd to  
E Sugar Cr Rd)
- A2** Future Philemon Av  
(via Raleigh & Greensboro sts)
- A3** The Plaza  
(E Sugar Cr Rd to Eastway Dr)
- A4** East Sugar Creek Road  
(N Tryon St to The Plaza)

NOT  
SHOWN  
ON MAP  
Future North Davidson St  
(via Anderson and Atmore Streets)

#### Boulevards

- B1** Eastway Dr  
(The Plaza to NCRR Bridge)
- B2** North Tryon St  
(Sugar Cr Rd to Bingham Dr)

#### Local Streets

- S1** Transit-Supportive/  
Mixed-Use Areas
- S2** Low-Density Residential  
Areas

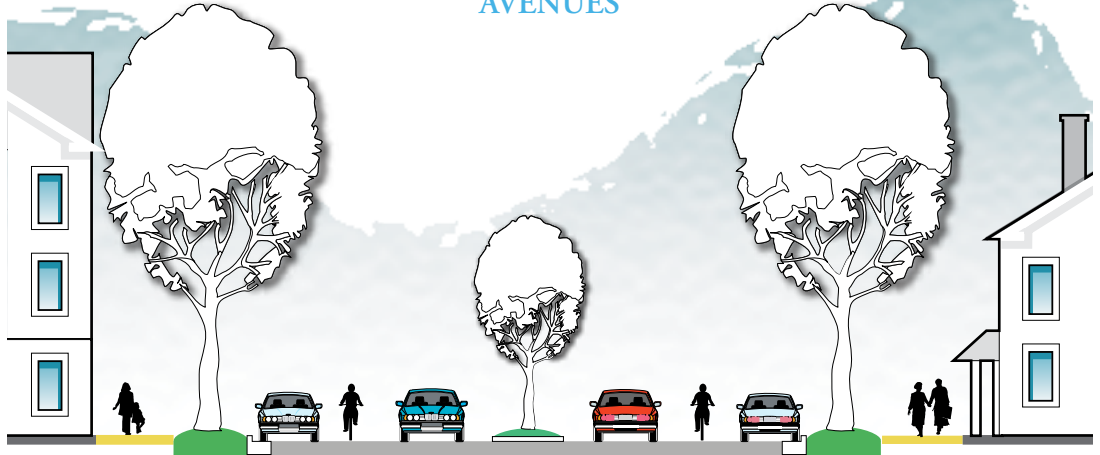


**BLE  
Transit Station  
Area Plan**

### Concept Plan Transportation

## Sugar Creek Transit Station Area

### AVENUES



	Sidewalk	Planting Strip	Parking	Bike Lane	Travel Lane	Median	Travel Lane	Bike Lane	Parking	Planting Strip	Sidewalk		
	A1: North Davidson Street (E Craighead Rd to East Sugar Creek Road)												
	10'*	5'	8'*	6'	11'	n/a	11'	6'	n/a	8'	8'		
	16' setback		*Multi-use path adjacent to RR							16' setback			
	A2: Future Philemon Avenue (via Raleigh and Greensboro Streets)												
	8'	8'	8'*	5'	11'	n/a	11'	5'	8'*	8'	8'		
	16' setback		*Option to widen for recessed parking							16' setback			
	A3: The Plaza (East Sugar Creek Road to Eastway Drive)												
	6'	8'	n/a	5'*	11'	10'	n/a	10'	11'	5'*	n/a	8'	8'
	16' setback		Retain existing curb, *Capital project should install bike lanes							16' setback			
	A4: East Sugar Creek Road (North Tryon Street to The Plaza)												
	8'	8'	n/a	5'	11'	11'	n/a	11'	11'	5'	n/a	8'	8'
	16' setback									16' setback			

#### NOT SHOWN ON MAP: Future North Davidson Street (*via Anderson and Atmore Streets*)

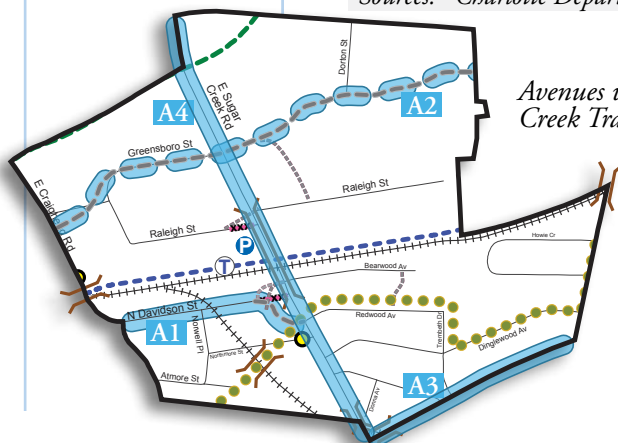
With the likely relocation of the AC&W Railroad, it will be necessary to realign N Davidson St to maintain a continuous connection between Anderson Street and E Sugar Creek Rd.

The new street will be comprised of two travel lanes, bike lanes, planting strips, and sidewalks.

**NOTE:** Additional setback footage may be required for additional improvements.

Urban Street Design Guidelines (2007) recommends:  
Posted Speed – 25-30 mph, with 35 mph allowable.  
Design Speed – 30-40 mph.

Sources: Charlotte Department of Transportation (CDOT), 2012



*Avenues within the Sugar  
Creek Transit Station Area*

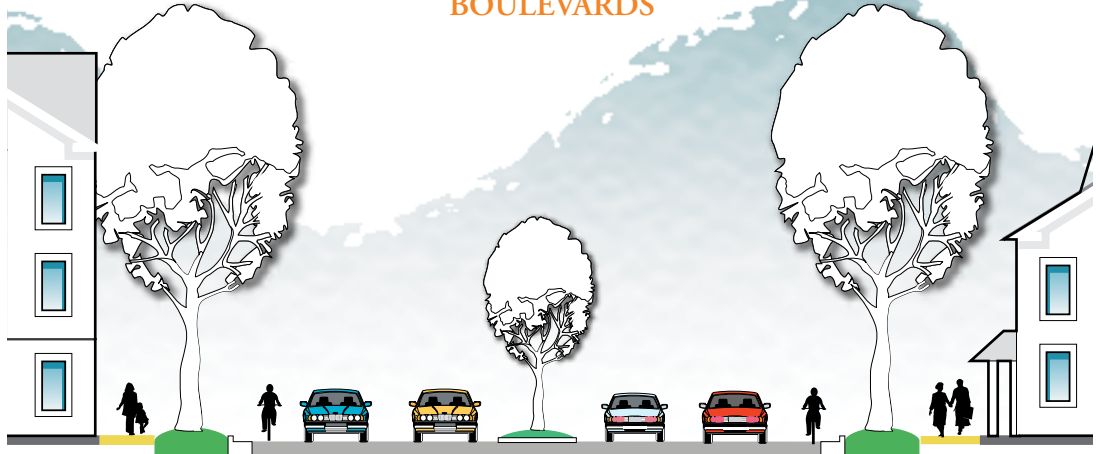


**BLE  
Transit Station  
Area Plan**

### Concept Plan Transportation

## Sugar Creek Transit Station Area

### BOULEVARDS



Sidewalk	Planting Strip	Bike Lane	Travel Lane	Travel Lane	Median	Travel Lane	Travel Lane	Bike Lane	Planting Strip	Sidewalk
B1: Eastway Drive <i>(The Plaza to NCRR Bridge)</i>										
6'	8'	5'	11'	11'		11'	11'	5'	8'	6'
24' setback		Retrofit curb in places (varies)							24' setback	
B2: North Tryon Street <i>(Sugar Creek Road to Bingham Drive)</i>										
6'	8'	5'	11'	11'		11'	11'	5'	8'	6'
24' setback		Number of travel lanes may vary; 150' right of way							24' setback	

**NOTE:** Additional setback footage may be required for additional improvements.

Urban Street Design Guidelines (2007) recommends:

Posted Speed – 35-40 mph.

Design Speed – up to 45 mph.

Sources: Charlotte Department of Transportation (CDOT), 2012



*Boulevards within the Sugar  
Creek Transit Station Area*





**BLE  
Transit Station  
Area Plan**

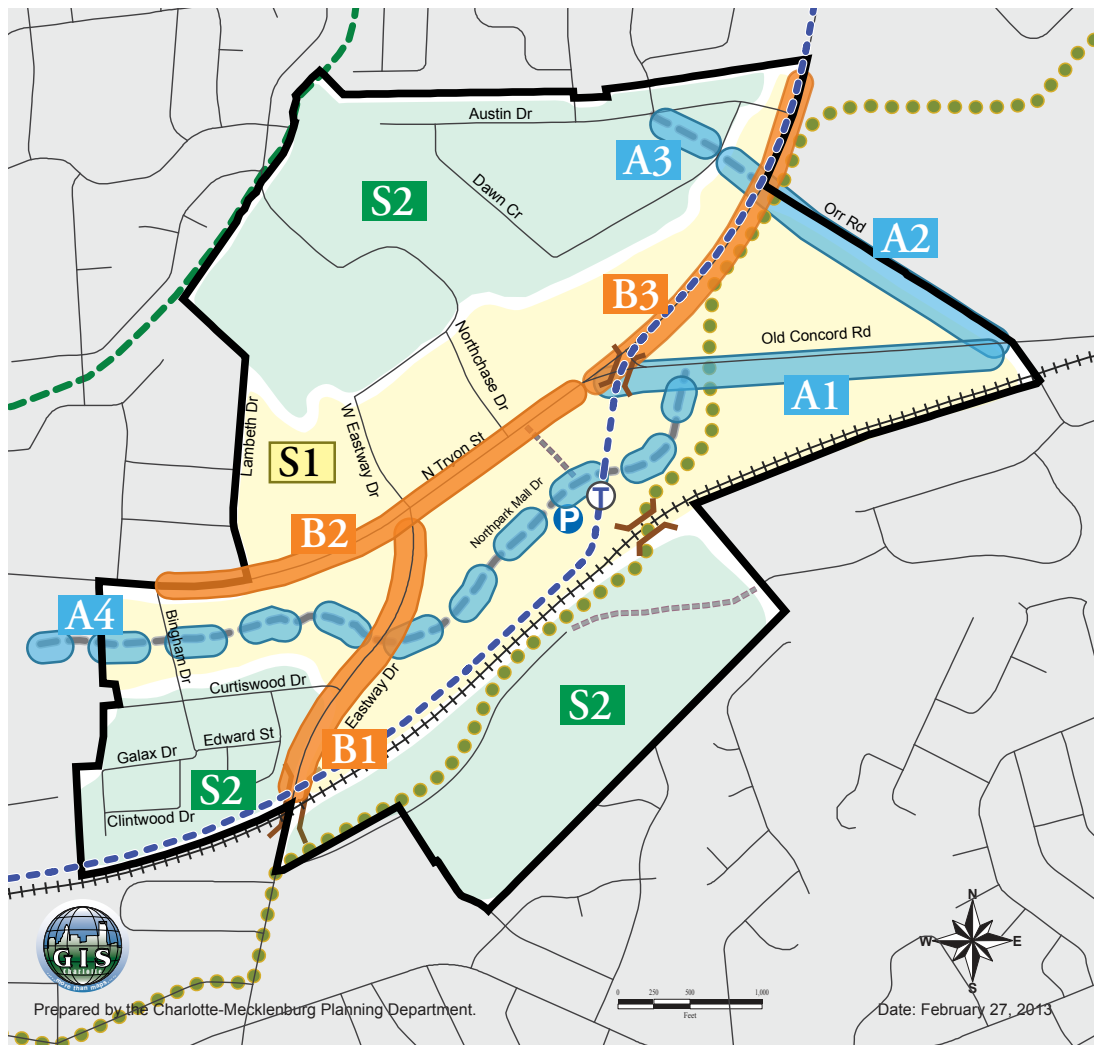
### Concept Plan Transportation



## OLD CONCORD ROAD TRANSIT STATION AREA

**Map 31: CROSS-SECTION LOCATIONS**

■ Suburban Station



### *Old Concord Road Cross-Sections Locations*

#### Avenues

- A1** Old Concord Rd  
(N Tryon St to Orr Rd)
- A2** Orr Road  
(Old Concord Rd to Dawn Cr)
- A3** Orr Road  
(Dawn Cr to Austin Dr)
- A4** Future Philemon Av  
(via Northpark Mall Dr)

#### Boulevards

- B1** Eastway Dr  
(NCR Bridge to N Tryon St)
- B2** North Tryon St  
(Bingham Dr to Old Concord Rd)
- B3** North Tryon St  
(Old Concord Rd to Austin Dr)

#### Local Streets

- S1** Transit-Supportive/  
Mixed-Use Areas
- S2** Low-Density Residential  
Areas



**BLE  
Transit Station  
Area Plan**

### Concept Plan Transportation

## Old Concord Road Transit Station Area

### AVENUES



	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									16' setback	
A2: Orr Road (Old Concord Road to Dawn Circle)											
	8'	8'	n/a	6'	12'	n/a	12'	6'	n/a	8'	8'
	16' setback		Retain existing curb							16' setback	
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							16' setback	
A4: Future Philemon Avenue (via Northpark Mall Drive)											
	8'	8'	8'*	5'	11'	n/a	11'	5'	8'*	8'	8'
	16' setback		*Option to widen for recessed parking							16' setback	

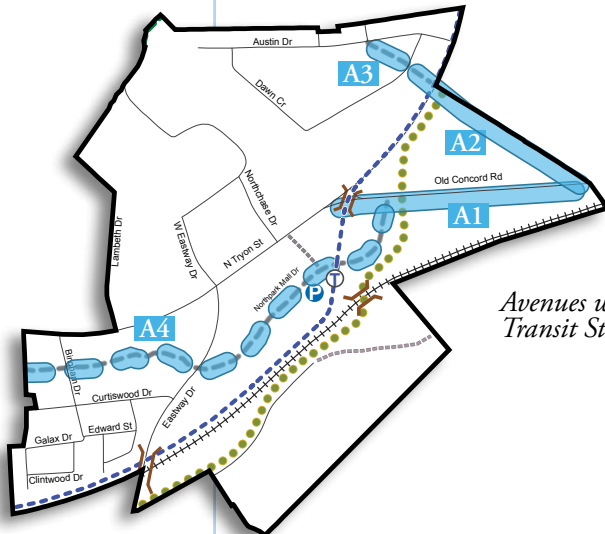
**NOTE:** Additional setback footage may be required for additional improvements.

Urban Street Design Guidelines (2007) recommends:

Posted Speed – 25-30 mph, with 35 mph allowable.

Design Speed – 30-40 mph.

Sources: Charlotte Department of Transportation (CDOT), 2012



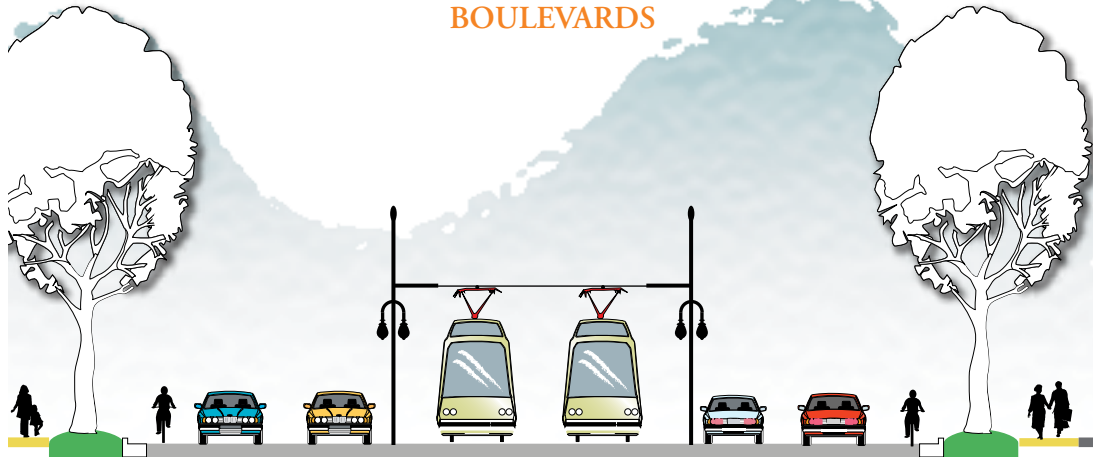
*Avenues within the Old Concord Road  
Transit Station Area*



**BLE  
Transit Station  
Area Plan**

## 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: Eastway Drive (NCRR Bridge to North Tryon Street)											
	6'	8'	5'	11'	11'	n/a	11'	11'	5'	8'	8'
	24' setback		Retrofit curb in places (varies)							24' setback	
B2: North Tryon Street (Bingham Drive to Old Concord Road)											
	6'	8'	5'	11'	11'		11'	11'	5'	8'	6'
	24' setback		Number of travel lanes may vary; 150' right of way							24' setback	
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)							24' setback	

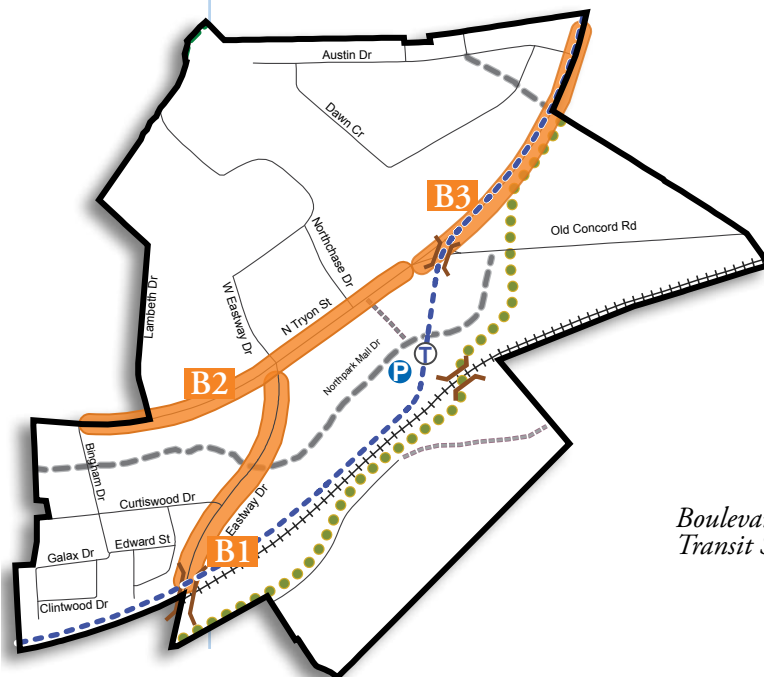
**NOTE:** Additional setback footage may be required for additional improvements.

Urban Street Design Guidelines (2007) recommends:

Posted Speed – 35-40 mph.

Design Speed – up to 45 mph.

Sources: Charlotte Department of Transportation (CDOT), 2012



*Boulevards within the Old Concord Road  
Transit Station Area*





**BLE  
Transit Station  
Area Plan**

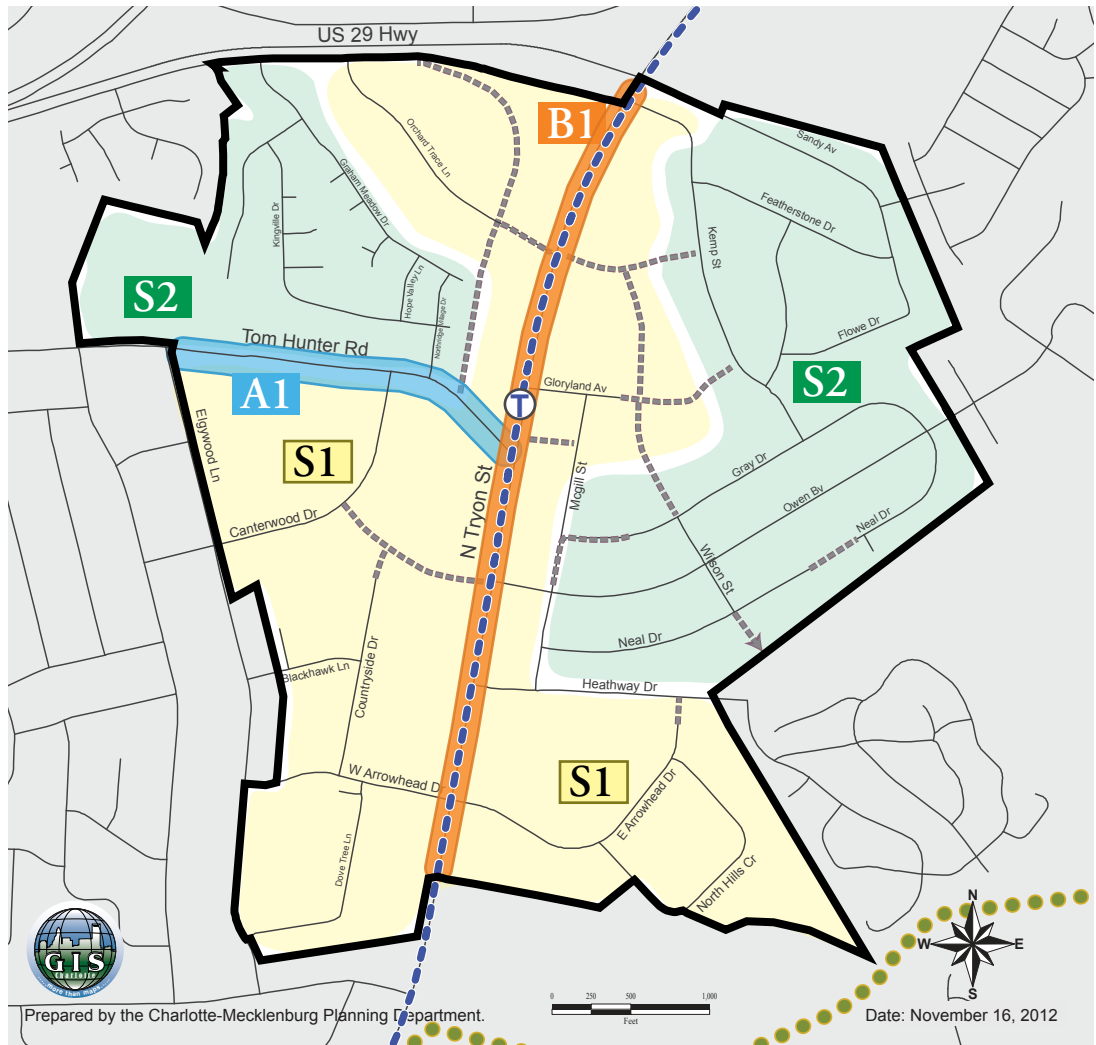
### Concept Plan Transportation



## TOM HUNTER TRANSIT STATION AREA

**Map 32: CROSS-SECTION LOCATIONS**

■ Suburban Station



### Tom Hunter Cross-Sections Locations

**Avenues**

**A1** Tom Hunter Rd  
(N Tryon St to Elgywood Ln)

**Boulevards**

**B1** North Tryon St  
(Austin Dr to Sandy Av)

**Local Streets**

**S1** Transit-Supportive/  
Mixed-Use Areas

**S2** Low-Density Residential  
Areas

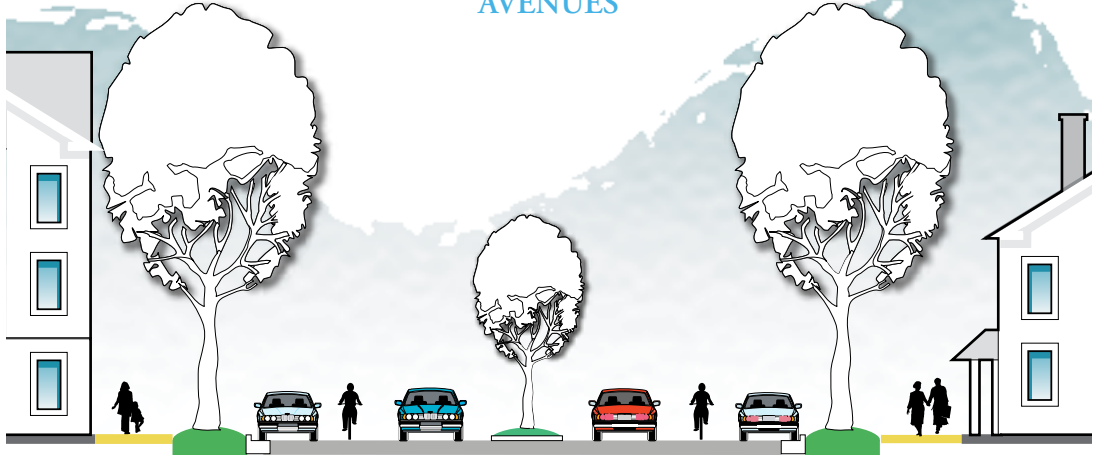


**BLE  
Transit Station  
Area Plan**

### Concept Plan Transportation

## 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	

#### A1: Tom Hunter Road (North Tryon Street to Elgywood Lane)

8'	8'	8'*	5'	10'	n/a	10'	5'	8'*	8'	8'
16' setback			*Option to widen for recessed parking						16' setback	

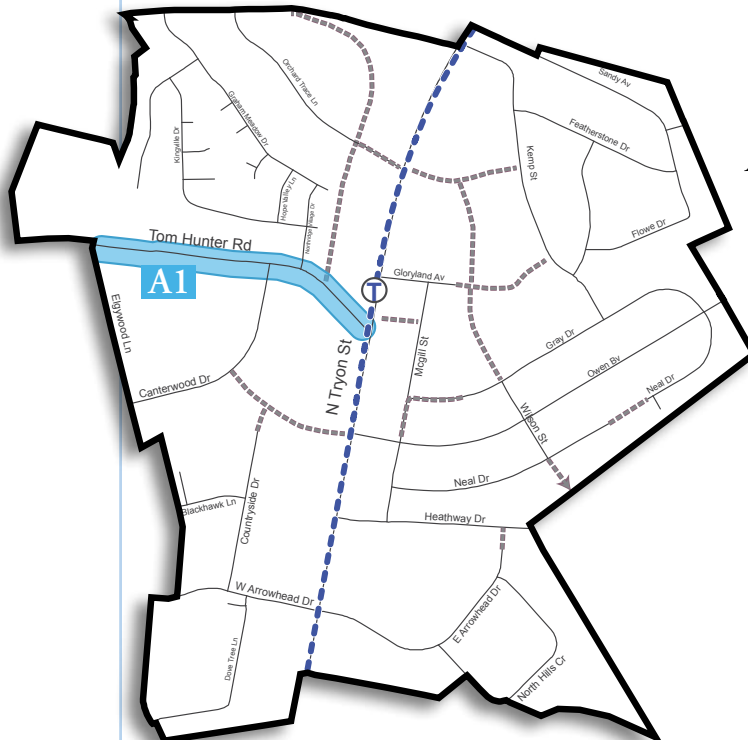
**NOTE:** Additional setback footage may be required for additional improvements.

Urban Street Design Guidelines (2007) recommends:

Posted Speed – 25-30 mph, with 35 mph allowable.

Design Speed – 30-40 mph.

Sources: Charlotte Department of Transportation (CDOT), 2012



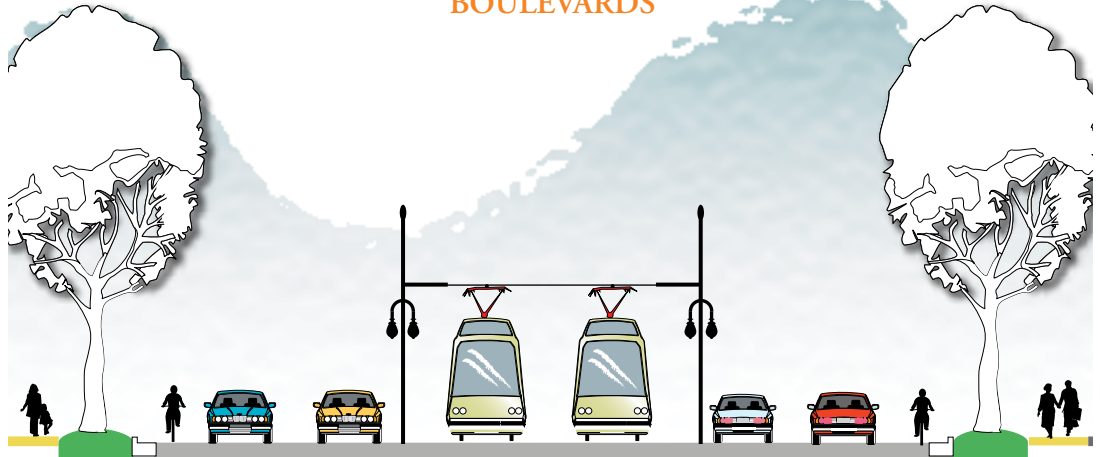
*Avenue within the Tom Hunter  
Transit Station Area*



**BLE  
Transit Station  
Area Plan**

## Tom Hunter 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
<b>B1: North Tryon Street (Sandy Avenue to Austin Drive)</b>										
8'	8'	5'	11'	11'	LYNX	11'	11'	5'	8'	8'
24' setback			Retain existing curb (BLE)					24' setback		

**NOTE:** Additional setback footage may be required for additional improvements.

Urban Street Design Guidelines (2007) recommends:

Posted Speed – 35-40 mph.

Design Speed – up to 45 mph.

Sources: Charlotte Department of Transportation (CDOT), 2012



*Boulevard within the Tom  
Hunter Transit Station Area*





**BLE  
Transit Station  
Area Plan**

**Concept Plan**  
Infrastructure and  
Public Facilities

## *Infrastructure and Public Facilities Policies*

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 124, provides a description of these institutions.

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***

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 all Transit Stations 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.



**BLE  
Transit Station  
Area Plan**

**Concept Plan  
Infrastructure and  
Public Facilities**

## ***Public Facilities/Infrastructure***

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.



*Art piece creates a major entrance feature along the Little Sugar Creek Greenway at the corner of North Davidson Street and Parkwood Avenue.*

- 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.



**BLE  
Transit Station  
Area Plan**

**Concept Plan**  
Natural  
Environment

## Natural Environment Policies

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 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.



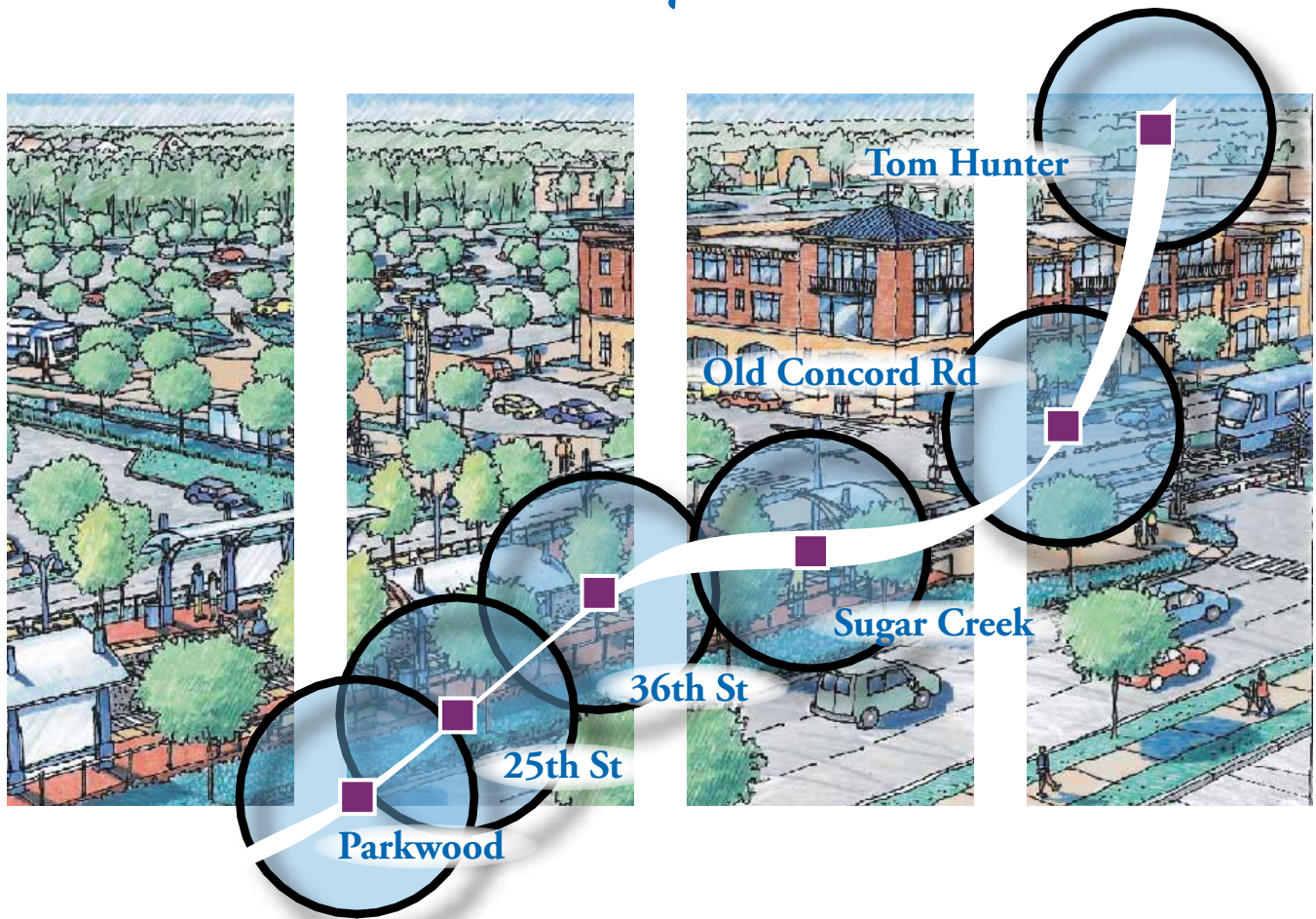
*Trees provide both aesthetic and measurable environmental value.*

### Environmental

- E-1 Make trees a key feature in all station 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 sites and buildings 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 a 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.



## Volume 2: Implementation Guide





**BLE  
Transit Station  
Area Plan**

## Introduction

Achieving the vision articulated in this plan will occur incrementally over time through the combined efforts of local government, private property owners, residents, developers and many others. The *Concept Plan* provides guidance to decision makers for future development and redevelopment to encourage a comprehensive growth strategy for a specific area. It is adopted and recognized by City Council and other decision-making bodies but the recommended policies cannot be required by law. The *Implementation Guide* is primarily a staff document that outlines specific steps that can be taken by various public and private bodies so that the desired future envisioned in this plan may be realized. The lead responsible agency and tentative time frame are listed in the table below. The strategies are numbered sequentially and correspond to the policies discussed in *Volume 1: Concept Plan*. This allows staff to track progress of the plan's policies over time.

Some strategies are physical such as widening sidewalks, increasing on-street parking, and expansion of greenways and open space. Other recommended strategies involve City policies including the application of Transit-Oriented Development standards and encouraging "green" buildings and site design.

These strategies do not imply a public or private sector commitment. In many cases, the funding source for these projects is not yet identified and will depend on actual growth patterns in an area. These strategies may be used to prioritize future investments made by the City or encourage thoughtful investment as development occurs. The Charlotte City Council will not be asked to adopt this *Implementation Guide*; however, many of the strategies in this section will require future action by elected officials and will be presented to them for approval as needed on a case-by-case basis.

Finally, since conditions change over time, staff will update this *Implementation Guide* to reflect changes and progress.

### Public Sector Responsibilities

The public sector will provide the policy basis (primarily through this plan), the oversight and some infrastructure improvements for the implementation of the plan. However, major changes to the study area will become evident only as private investment begins to fill in the framework that is laid out in the plan. The proposed land use for the study area reflects the community's vision.

### Private Sector Responsibilities

A large portion of this plan is dependent on investments by the private sector. It is such private sector action that will bring about change in the area consistent with land use recommendations.

Within the TOD district the private sector will also be responsible for development that is consistent within this plan.

## IMPLEMENTATION STRATEGIES

*The policy number corresponds to the recommendation in Volume 1: Concept Plan*

Policy Number	Action Item	Project Type	Lead Agency	Time Frame
<b>LAND USE</b>	<b>Listed by Specific Station Area</b>			
<b>LAND USE</b>	<b>Parkwood Station Area (Urban Station)</b>			
<b>L-1 to L-5</b>	Use land use policies to guide and evaluate development proposals.	Land Use	Planning	As development occurs
<b>L-1</b>	Recommend conditional plans be developed for areas where the structure plans recommend specific heights and other conditions to implement the Transit Oriented Development (TOD) vision in the station areas.	Land Use	Planning	As development occurs
<b>L-3</b>	Planning assists storm water in Floodplain Management with prescriptive zoning around the area. Parks and Recreation involved in developing plans for new park space to utilize the undevelopable floodplain and connection to existing parks and greenways. Engineering and Property Management and Asset and Facility Management assist in technical design and possible floodplain mapping and acquisition.	Environmental / Parks	Storm Water Management	Short (0-5 yrs)
<b>LAND USE</b>	<b>25th Street Station Area (Urban Station)</b>			
<b>L-1 to L-6</b>	Use land use policies to guide and evaluate development proposals.	Land Use	Planning	As development occurs
<b>L-1</b>	Recommend conditional plans be developed for areas where the structure plans recommend specific heights and other conditions to implement the Transit Oriented Development (TOD) vision in the station areas.	Land Use	Planning	As development occurs
<b>L-3</b>	Planning assists storm water in Floodplain Management with prescriptive zoning around the area. Parks and Recreation involved in developing plans for new park space to utilize the undevelopable floodplain and connection to existing parks and greenways. Engineering and Property Management and Asset and Facility Management assist in technical design and possible floodplain mapping and acquisition.	Environmental / Parks	Storm Water Management / Parks and Recreation / Planning	Short (0-5 yrs)
<b>LAND USE</b>	<b>36th Street Station Area (Urban Station)</b>			
<b>L-1 to L-7</b>	Use land use policies to guide and evaluate development proposals.	Land Use	Planning	As development occurs
<b>L-1</b>	Coordinate with Neighborhood and Business Services on their current parking study for the 36th Street area.	Land Use	Planning	As development occurs
<b>L-1</b>	Recommend conditional plans be developed for areas where the structure plans recommend specific heights and other conditions to implement the Transit Oriented Development (TOD) vision in the station areas.	Land Use	Planning	As development occurs



## IMPLEMENTATION STRATEGIES

*The policy number corresponds to the recommendation in Volume 1: Concept Plan*

Policy Number	Action Item	Project Type	Lead Agency	Time Frame
L-1	Engage the Historic Landmarks Commission to initiate the historic designation process of significant structures in the area. The community is likely supportive of this initiative and should initiate the process.	Historic Preservation	Planning / Historic Landmarks Commission / NoDa Community Organizations	Short (0-5 yrs)
L-4	Planning assists storm water in Floodplain Management with prescriptive zoning around the area. Parks and Recreation involved in developing plans for new park space to utilize the undevelopable floodplain and connection to existing parks and greenways. Engineering and Property Management and Asset and Facility Management assist in technical design and possible floodplain mapping and acquisition.	Environmental / Parks	Storm Water Management / Parks and Recreation	Short (0-5 yrs)
<b>LAND USE</b>	<b>Sugar Creek Station Area (Urban Station)</b>			
L-1 to L-5	Use land use policies to guide and evaluate development proposals.	Land Use	Planning	As development occurs
L-1	Recommend conditional plans be developed for areas where the structure plans recommend specific heights and other conditions to implement the Transit Oriented Development (TOD) vision in the station areas.	Land Use	Planning	As development occurs
L-2	Planning assists storm water in Floodplain Management with prescriptive zoning around the area. Parks and Recreation involved in developing plans for new park space to utilize the undevelopable floodplain and connection to existing parks and greenways. Engineering and Property Management and Asset and Facility Management assist in technical design and possible floodplain mapping and acquisition.	Environmental / Parks	Storm Water Management / Planning	Short (0-5 yrs)
<b>LAND USE</b>	<b>Old Concord Road Station Area (Suburban Station)</b>			
L-1 to L-5	Use land use policies to guide and evaluate development proposals.	Land Use	Planning	As development occurs
L-1	Recommend conditional plans be developed for areas where the structure plans recommend specific heights and other conditions to implement the Transit Oriented Development (TOD) vision in the station areas.	Land Use	Planning	As development occurs
L-2	Follow up with CDOT and Parks and Recreation Department to ensure the connection between the future greenway and multiuse trail is planned and implemented.	Parks / Transportation	Parks and Recreation / CDOT / Planning	Long (>10 yrs)
<b>LAND USE</b>	<b>Tom Hunter Station Area (Suburban Station)</b>			
L-1 to L-3	Use land use policies to guide and evaluate development proposals.	Land Use	Planning	As development occurs
L-1	Recommend conditional plans be developed for areas where the structure plans recommend specific heights and other conditions to implement the Transit Oriented Development (TOD) vision in the station areas.	Land Use	Planning	As development occurs

*Blue Line Extension Transit Station Area Plan*

## IMPLEMENTATION STRATEGIES

*The policy number corresponds to the recommendation in Volume 1: Concept Plan*

Policy Number	Action Item	Project Type	Lead Agency	Time Frame
<b>COMMUNITY DESIGN</b> Applies to All Station Areas				
<b>D-1A to D-1Q</b>	Use land use and community design policies to guide and evaluate development proposals.	Land Use	Planning	As development occurs
<b>D-1A</b>	Historic Preservation Commission or community shall seek Historic Designation. Sites should only regulate the exterior of the structures so they may be utilized for businesses in the appropriate districts. Planning should contact Commission and land owners to encourage that they pursue this designation.	Historic Preservation	Planning / Historic Landmarks Commission / NoDa Community Organizations	Short (0-5 yrs)
<b>D-1I</b>	CDOT should assess sites on a case by case basis during the rezoning or development process to enhance pedestrian safety.	Transportation	CDOT	Ongoing
<b>D-1K</b>	Planning staff shall work with Parks and Recreation and Storm Water Management to determine the most appropriate private open space uses on a case by case basis during rezoning or development process. Types of open spaces to consider are Active: Playgrounds, exercise circuits, amphitheaters, etc. and Passive: Habitat preservation, trails, picnic areas, etc.	Land Use	Planning / Parks and Recreation / Storm Water Management	Short (0-5 yrs)
<b>D-1M</b>	Charlotte Mecklenburg Utilities Department shall work with planning staff to prioritize areas for burying utilities and encourage inclusion in the Capital Improvement Plan. Work with utility companies to improve aesthetic quality.	Utility	CMUD / E&PM / Planning	Long (>10 yrs)
<b>D-1N</b>	Neighborhood and Business Services staff shall work with property owners and private investors to determine eligibility for façade grants. Planning staff shall encourage property owners and private investors to apply for available funding assistance through the development process.	Economic Development	N&BS	As development occurs
<b>D-2A to D-2I</b>	Use land use policies to guide and evaluate development proposals.	Land Use	Planning	As development occurs
<b>D-2B and D-2H</b>	Planning staff shall engage the community to incorporate public art, community gardens, and community assets into public spaces. Utilize programs offered through N&BS, Cooperative Extension, and Parks and Recreation.	Land Use / Parks	Planning / Parks and Recreation / N&BS	Short (0-5 yrs)
<b>D-2C</b>	Require preservation of natural land features and work to incorporate in site design through the Conditional rezoning process and existing land development ordinances. Utilize buffer and BMP ordinances through the Storm Water Management department.	Environmental / Storm Water	Storm Water Management	As development occurs
<b>D-2D to D-2E</b>	Utilize the tree ordinance to meet the requirements of the adopted tree ordinance. Also engage with Tree Charlotte to encourage that projects are undertaken in the Transit Station Areas.	Environmental	E&PM / Planning	Short (0-5 yrs) and As development occurs

*Blue Line Extension Transit Station Area Plan*

## IMPLEMENTATION STRATEGIES

*The policy number corresponds to the recommendation in Volume 1: Concept Plan*

Policy Number	Action Item	Project Type	Lead Agency	Time Frame
D-2F	Retain natural flow of water to extent possible and use buffers and BMPs in local adopted ordinances.	Environmental	E&PM / Storm Water Management	Ongoing
D-2G	Planning staff shall work with Storm water Management and Engineering and Property Management to recommend various types of acceptable impervious parking surfaces. These should be available to private developers to encourage their inclusion in new site development and redevelopment. It may be necessary to place this task on a work plan to ensure its completion.	Land Use / Environmental	Planning / Storm Water Management / E&PM	Short (0-5 yrs) and As development occurs
D-2I	Pursue grants available through Neighborhood and Business Services. The study area is within the Business Corridor Revitalization Geography area for the Commercial Building Retrofit Program (CBRetro) 2012.	Economic Development / Environmental	N&BS / Planning	Short (0-5 yrs) and As development occurs
D-3A to D3K; D-3M to D-3N; D-3Q to D-3S; D-3X; and D-3Z to D-3AC	Encourage multi-modal accessibility through city-wide policies and area specific plans and also during the rezoning and development process. CDOT shall work with Planning to ensure pedestrian oriented design standards are incorporated into site plans for redevelopment and new development. Utilize adopted bike-ped master planning documents for most efficient connections.	Transportation	CDOT / Planning	Short (0-5 yrs) and As development occurs
D-3L; D-3O to D3P; D-3T to D3W; and D-3Y	Use land use policies to guide and evaluate development proposals. Encourage short blocks to increase walkability of Transit Station Areas.	Land Use	Planning	As development occurs
D-3Q	Planning staff will work with other departments to identify necessary resources to conduct a wayfinding study with the community in each of the transit station areas. The goal will be to provide ample signage with defining identity at each area. Public art can also be incorporated into wayfinding in each area. It may be beneficial to involve CATS and the Art in Transit program.	Transportation	CDOT / Planning / CATS	Short (0-5 yrs)
D-3S	Transit Station Areas and the stations shall be regularly patrolled with increased activity. This can be encouraged through use of design techniques that enhance safety such as lighting, visibility, density, and signage.	Safety	Police	Ongoing
D-4A to D4F	Use land use and community design policies to guide and evaluate development proposals. Work with CDOT to assess transportation improvement needs as land is rezoned or developed.	Land Use	Planning / CDOT	As development occurs
D-4F	Seek grants to assist in efficiency of new buildings and rehabilitation of existing buildings. Neighborhood and Business Services are a resource to seek grant funding for this purpose.	Land Use	N&BS / Planning	Short (0-5 yrs) and As development occurs



## IMPLEMENTATION STRATEGIES

*The policy number corresponds to the recommendation in Volume 1: Concept Plan*

Policy Number	Action Item	Project Type	Lead Agency	Time Frame
<b>TRANSPORTATION</b> <b>Applies to All Station Areas</b>				
<b>T-1 to T-11</b>	Public investment in each of these projects depends on the Northeast Corridor Infrastructure (NECI) Program or other funding source to ensure efficient, valuable investment throughout the corridor area. Planning staff shall coordinate with appropriate departments to ensure the NECI program and other public infrastructure programs are carried out as intended.	Transportation	CDOT / Planning	As funding becomes available and/or As development occurs
<b>T-1 to T-2</b>	Work with property owners and land developers during the rezoning, subdivision, and development processes to encourage alternative street network connections and provide evidence of their positive impact on the community in terms of lessening congestion and safer routes to destinations. See also supporting Street Network within the Future Land Use sections of each Station Area of a description of proposed streets.	Transportation	CDOT / Planning	As funding becomes available and/or As development occurs
<b>T-3</b>	Enhance the following street segments (*denotes candidate for street conversion or road diet): <ul style="list-style-type: none"> <li>• Parkwood Avenue* from North Caldwell Street to North Davidson Street (<i>Parkwood Station Area</i>)</li> <li>• North Davidson Street from Parkwood Avenue to East 34th Street (<i>Parkwood, 25th Street, and 36th Street Station Areas</i>)</li> <li>• Matheson Avenue* from North Tryon Street to The Plaza (<i>25th Street and 36th Street Station Areas</i>)</li> <li>• The Plaza from East Sugar Creek Road to The Plaza (<i>Sugar Creek Station Area</i>)</li> <li>• North Tryon Street from Sugar Creek Road to Old Concord Road (<i>Sugar Creek and Old Concord Road Station Areas</i>)</li> </ul>	Transportation	CDOT / Planning	As funding becomes available and/or As development occurs
<b>T-3</b>	As development occurs, examine area plan streets' posted speed limits to determine whether any changes should be considered to reflect the plan's transportation policies.	Transportation	CDOT / Planning	As development occurs
<b>T-4</b>	Enhance key gateway intersections with traffic calming treatments and pedestrian crossing enhancements at the following intersections: <ul style="list-style-type: none"> <li>• Parkwood Avenue at East 16th Street (<i>Parkwood Station Area</i>)</li> <li>• North Davidson Street at Jordan Place (<i>25th Street Station Area</i>)</li> <li>• North Davidson Street at North Brevard Street (<i>36th Street Station Area</i>)</li> <li>• North Tryon Street at Sugar Creek Road (<i>Sugar Creek Station Area</i>)</li> </ul>	Transportation	CDOT / Planning	As development occurs

## IMPLEMENTATION STRATEGIES

*The policy number corresponds to the recommendation in Volume 1: Concept Plan*

Policy Number	Action Item	Project Type	Lead Agency	Time Frame
T-5	<p>Add new signalized intersections at the following locations:</p> <ul style="list-style-type: none"> <li>• Parkwood Avenue and North Brevard Street (Parkwood Station Area)</li> <li>• North Tryon Street and Orr Road (Old Concord Road Station Area)</li> <li>• North Tryon Street and Arrowhead Drive (Tom Hunter Station Area)</li> <li>• North Tryon Street and Owen Boulevard (Tom Hunter Station Area)</li> <li>• North Tryon Street and Orchard Trace Land (Tom Hunter Station Area)</li> <li>• East Sugar Creek Road and North Davidson Street (Sugar Creek Station Area)</li> </ul>	Transportation	CDOT / Planning	As development occurs
T-6	<p>Develop a multi-use trail linking Uptown and the University area via Station Areas:</p> <ul style="list-style-type: none"> <li>• From the LYNX trail in Uptown to Brevard Street, construct a side path along 12th Street</li> <li>• From 12th Street to Parkwood Avenue, utilize Brevard Street as an assigned bike route.</li> <li>• Through Optimist Park, construct a buffered cycle track along Parkwood Avenue and North Brevard Street</li> <li>• Through NoDa, utilize the AC&amp;W right of way as part of the path through the community</li> <li>• Through Howie Acres, add route signage, shared lane markings, and park paths</li> <li>• Along Eastway Drive, construct a 10-foot minimum side path</li> <li>• Through Eastway Community Park, provide signage and shared lane markings</li> <li>• Construct a trail underpass of the NCRR between Eastway Community Park and Old Concord Road Station</li> <li>• 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.</li> </ul>	Transportation / Parks	CDOT / Parks and Recreation / Planning	Medium (5-10 yrs)
T-7	<p>Provide pedestrian crossings for the proposed trail where it crosses Avenues and Local Streets in a number of places without any signal. 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. Treatments may include median refuge islands, curb extensions, raised crosswalks, or flashing beacons.</p>	Transportation / Parks	CDOT / Park & Rec / Planning	As development occurs

*Blue Line Extension Transit Station Area Plan*

## IMPLEMENTATION STRATEGIES

*The policy number corresponds to the recommendation in Volume 1: Concept Plan*

Policy Number	Action Item	Project Type	Lead Agency	Time Frame
<b>T-8</b>	Provide pedestrian crossings for Station access at North Davidson Street and 25th Street ( <i>25th Street Station</i> ), North Tryon Street at Dorton Street ( <i>Sugar Creek Station</i> ), and North Tryon Street at Crossroads School ( <i>Old Concord Road Station</i> ).	Transportation	CATS / CDOT	Short (0-5 yrs) and ongoing
<b>T-9</b>	Create bicycle lanes along Avenues via street conversions and streetscape projects. CDOT and other departments should work together to prioritize strong connections for a bicycle path within the project area.	Transportation	CDOT	Medium (5-10 yrs)
<b>T-10</b>	Add shared lane markings to Main Streets and physically constrained Avenues. After potential bicycle path plans are identified by CDOT, shared lane markings could be added to Main Streets and physically constrained Avenues in the project area.	Transportation	CDOT	Medium (5-10 yrs)
<b>T-11</b>	Eliminate gaps within the sidewalk system. Assess a sidewalk inventory study to determine the need for additional sidewalks and prioritize investment. Also complete as development occurs through the development, redevelopment, or rezoning process.	Transportation	CDOT	Ongoing
<b>TRANSPORTATION CROSS-SECTIONS</b>				
<b>T-1 to T-11</b>	Utilize proposed cross sections for each station area to ensure appropriate accommodations for bikes, pedestrians, automobiles, and transit. Apply specified cross section improvements through the rezoning or redevelopment process. Assess dimensions on a case by case basis.	Transportation	CDOT / Planning	As development occurs



## IMPLEMENTATION STRATEGIES

*The policy number corresponds to the recommendation in Volume 1: Concept Plan*

Policy Number	Action Item	Project Type	Lead Agency	Time Frame
<b>INFRASTRUCTURE AND PUBLIC FACILITIES</b> Applies to All Station Areas				
<b>P-1 to P-6</b>	Public investment in each of these project areas depends on the Northeast Corridor Infrastructure (NECI) Programs and other public infrastructure programs to ensure efficient, valuable investment throughout the corridor area. Planning staff shall coordinate with appropriate departments to ensure the NECI program and other public infrastructure programs are carried out as intended.	Transportation	CDOT / Parks and Recreation / CMUD / Planning	As funding becomes available and/or As development occurs
<b>P-3</b>	Work with Parks and Recreation to identify potential needs (or land acquisition) for park space and greenway expansion. Encourage a comprehensive approach that is consistent with the proposals in this plan. Do an assessment of land in the area currently owned by the City or Mecklenburg County to capitalize on existing assets.	Parks	Planning / Parks and Recreation	Ongoing
<b>P-4</b>	Planning staff should follow up on the progress of Eastway Park and coordinate any available funds that may support pedestrian connections to Eastway Park. Planning staff will work with CDOT to determine available funding through sidewalk program.	Transportation	CDOT / Parks and Recreation / Planning	Medium (5-10 yrs)
<b>P-6</b>	Follow up with appropriate departments to conduct an infrastructure study to evaluate the adequacy of infrastructure (water, sewer, storm drainage) in the station areas. Planning staff shall work with the area plan implementation team to ensure this study is completed.	Utility	CMUD / E&PM / Planning	Short (0-5 yrs)
<b>P-7</b>	Seek placement of utilities underground as part of the City's capital projects. Work with CMUD to prioritize locations and encourage improvements through the development and redevelopment process. Consider the proposed projects in the Applied Innovation Corridor as to not duplicate efforts in this area.	Utility	CMUD / E&PM	Long (>10 yrs)
<b>NATURAL ENVIRONMENT</b> Applies to All Station Areas				
<b>E-1</b>	Implement the City's Tree Ordinance.	Land Development / Tree Ordinance	E&PM / Planning	As development occurs
<b>E-2</b>	Planning staff shall coordinate with Storm Water Management and Engineering and Property Management during site plan review to ensure runoff and erosion issues are addressed. Staff may suggest innovative designs to reduce storm water runoff and improve the quality of the area including approved impervious surface design, alternative storm water treatment techniques, and other conservation alternatives that may be available to the developer.	Land Development / Storm Water	E&PM / Planning / Storm Water Management	As development occurs
<b>E-3</b>	Staff shall assist developers to seek grant programs offered for Brownfield site development and other redevelopment incentives.	Land Development	Planning / N&BS / Economic Development	As development occurs