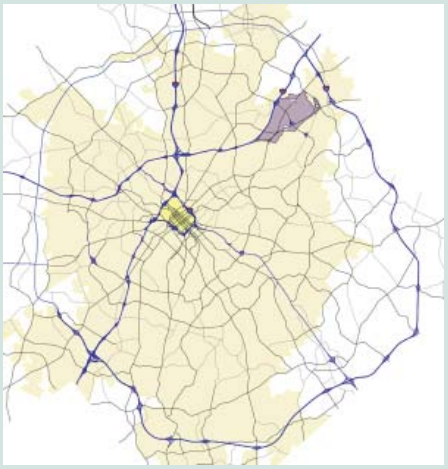
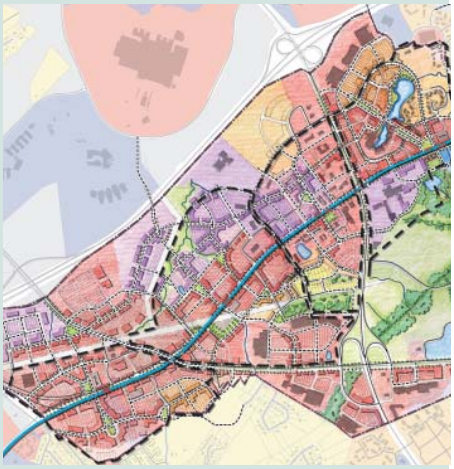
University City Area Plan





Prepared for:

The City of Charlotte and
The Charlotte Mecklenburg Planning Commission

Prepared by:

University City Partners (UCP)

Adopted by Charlotte City Council:

October 22, 2007

UNIVERSITY CITY AREA PLAN

Prepard for:

The City of Charlotte and
The Charlotte Mecklenburg Planning Commission

Prepared by:

University City Partners (UCP)

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PLAN PURPOSE AND FOCUS

Dramatic changes are on the horizon for University City. Construction of a light rail transit line (LRT) along the Northeast Corridor will be a significant driver of change. It is scheduled for completion in 2013. Improvements to the NC49/US29 "weave" intersection and extension of City Boulevard will also bring change within the next several years by providing access to hundreds of acres of land that are currently landlocked. In addition, the creation of a major new gateway to the UNC Charlotte campus will be developed off North Tryon Street, creating a long-needed connection to University Place and other development along the corridor.

To prepare for and capitalize on the opportunities these and other changes will soon bring to the area, University City Partners (UCP), which coordinates planning, marketing and other activities in the University City Municipal Service District (MSD), sponsored development of this area plan.

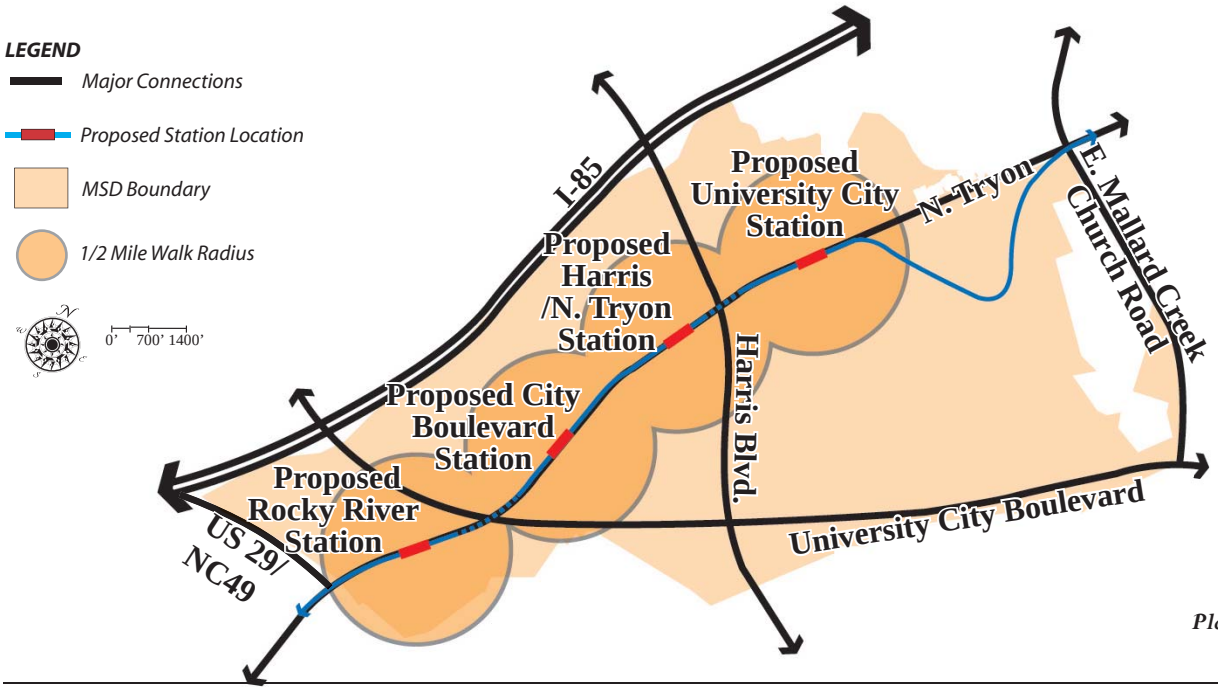
This plan updates the portion of the adopted Northeast District Plan that addresses the MSD. It provides policy guidance for future growth and development, and includes Transit Station Area Plans and streetscape plans for University City's MSD.

Plan Boundaries

The plan addresses the area contained within the official boundaries of the University City MSD, generally located north of the US29/NC49 "weave", east of I-85, south of Mallard Creek Church Road and the west of University City Boulevard. (See Plan Area Overview graphic below.)

Planning Process

The process began in 2005, when UCP developed an Urban Boulevard Study that focused on creating a vision and plan for the North Tryon Corridor. During this same period, the City of Charlotte undertook a detailed design study of the US29/NC49 "weave", the area where these two major thoroughfares currently merge. The Boulevard Study was closely coordinated with the City's project. Together, these studies provided the foundation for this area plan. A number of public forums, a design charette and numerous one-on-one interviews with property owners and other key stakeholders were held over two years to gather input for both projects. The Concept Plan (Volume I) will be reviewed and adopted by City Council. Recommendations included in the Implementation Plan (Volume II) will be considered on a case-by-case basis after the Concept Plan has been adopted.



Plan Area Overview

EXECUTIVE SUMMARY

PLAN VISION AND GOALS

*University City will be **transformed** into a distinct and **vibrant people-oriented place** that is **urban in scale** and design. It will be **energized** by the highly successful Northeast Corridor Light Rail Transit line that will operate along the North Tryon corridor and will be a **popular** and **accessible destination** for people of all ages, income levels and backgrounds, **offering diverse** and unique **choices** for living, shopping, working, learning and **enjoying** leisure **time**.*

Achieving this vision will come about by:

Goal 1:
Promoting and designing the Northeast light rail corridor as a premier public space and gateway in University City;

Goal 2:
Identifying opportunities for and encouraging the development of lively, well designed transit station areas in which a variety of urban housing types, retail and employment uses and public open spaces are integrated to create distinct, compact and "walkable" communities;

Goal 3:
Encouraging development/redevelopment of areas at the edges of the MSD that is compatible with transit-supportive development and is pedestrian-oriented;

Goal 4:
Improving connectivity throughout University City to reduce reliance on the major thoroughfares, accommodate transit riders, encourage walking and bicycling and better connect existing institutions with the rest of the community;

Goal 5:
Creating a network of public open spaces, parks and greenways to help define the public realm; and

Goal 6:
Supporting a healthy natural environment.

Key Plan Recommendations

Designing and promoting the Northeast LRT corridor as a premier public space and gateway in University City is the central goal of this plan. As currently planned, the transit line will be constructed within the median of North Tryon before diverting north of J.W. Clay to serve the UNC Charlotte campus.

Four transit stations will be built along the corridor within the MSD. An internal UNC Charlotte campus station will also be constructed. Transit station areas will be established around the four main stations, including all properties within ½ mile walking distance of the stations.

Since the station areas will consume the majority of land within the MSD and their development will greatly influence the district's remaining edge areas, the plan recommendations primarily focus on the station areas. A summary of the vision, guiding development principles and recommendations for transit station and edge areas are as follows. The land use recommendations for the entire study area are illustrated on the Future Land Use Map.

SUMMARY OF TRANSIT STATION AREA PRINCIPLES

The complete text of the Transit Station Area Principles can be found in the first chapter of the General Development Policies (2001).

Land Use

- **Encourage highest density uses** (15-20/dua/ 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 traffice generators-** such as cultural, educational, entertainment or recreation uses-to locate in station areas.
- **Preserve existing stable neighborhoods.**
- **Encourage a mixture of housing types**, including workforce/affordable housing.

Mobility

- **Create a multi-modal environment** that emphasizes pedestrians, bicyclists and vehicles.
- Provide an **extensive pedestrian system** throughout the station area to minimize walking distances, connect to neighborhoods, accomodate 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.

Community Design

- **Orient buildings to front on public streets or open spaces.**
- **Minimize setbacks and locate parking to 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 streescape elements such as trees, pedestrian lighting and benches to **encourage pedestrian activity**.
- **Place utilies under ground**, 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.

SPECIFIC RECOMMENDATIONS

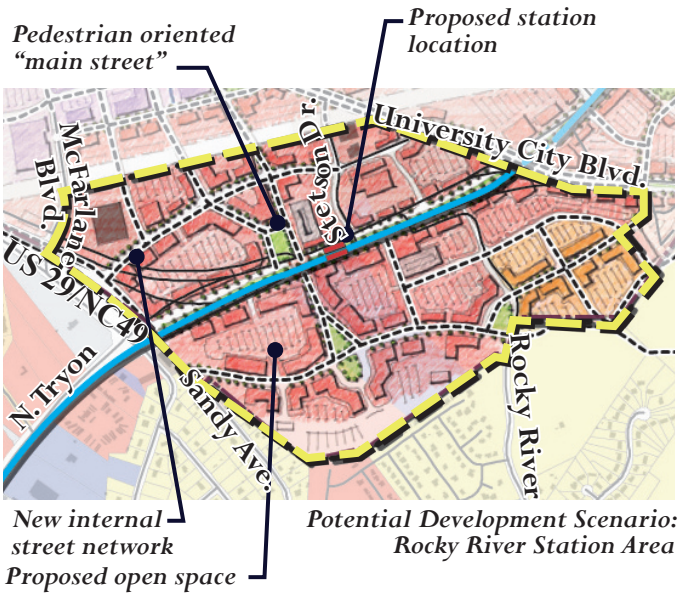
Transit Stations

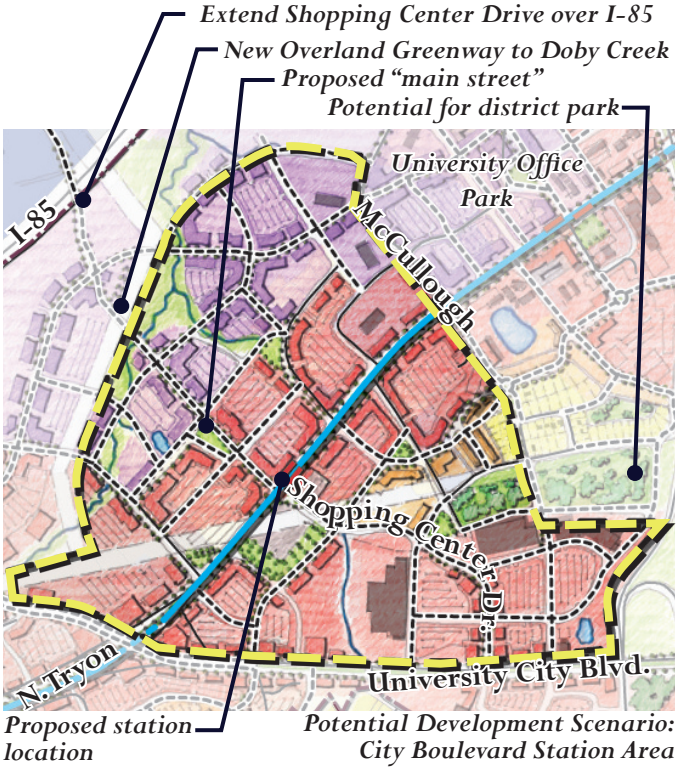
Rocky River Road Station Area:

- Locate the transit station on North Tryon Street midway between the proposed US 29 Bypass and the proposed City Boulevard extension.
- Create a new street network in the station area, including a new internal street network that connects with the City Boulevard extension.
- Create a pedestrian-oriented "main street" adjacent to the transit station that extends east and west of North Tryon Street.
- Promote transit-supportive mixed uses throughout the station area, transitioning to predominantly residential next to the existing single family neighborhoods off Rocky River Road.
- Locate a significant CATS park-and-ride station on the west side of North Tryon Street near the transit station.
- Provide access to Rocky River Road and existing neighborhoods to the south.

City Boulevard Station Area

- Locate the LRT station near Shopping Center Drive and North Tryon Street.
- Establish Shopping Center Drive as the station area's pedestrian-oriented main street and extend it west across I-85 to provide access to prime development sites on the west side of North Tryon Street and to create an alternative to Harris Boulevard.
- Promote transit supportive mixed-uses within ½ mile walking distance of the transit station on both sides of North Tryon Street.
- Consider locating a district park east of North Tryon Street and establishing a new overland greenway on the western edge of the station area that will connect to the future Doby Creek greenway west of I-85.

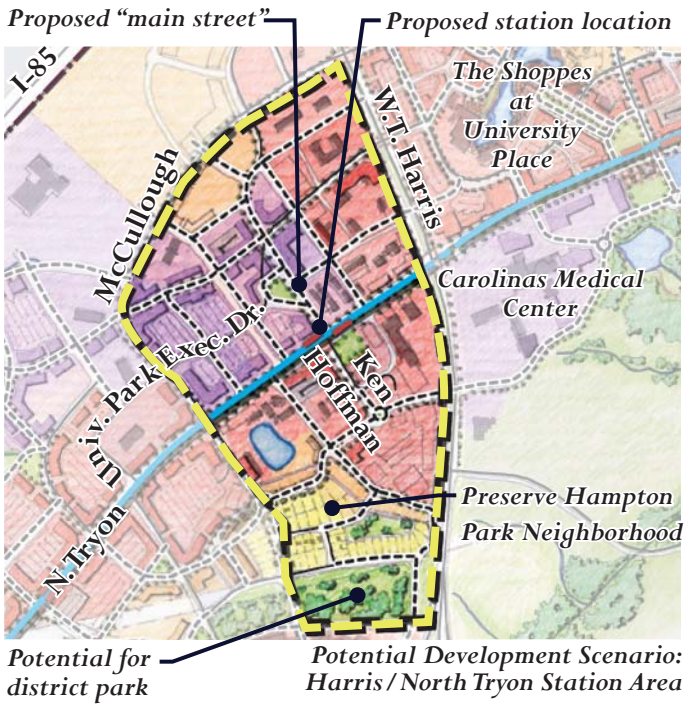




EXECUTIVE SUMMARY

Harris / North Tryon Station Area

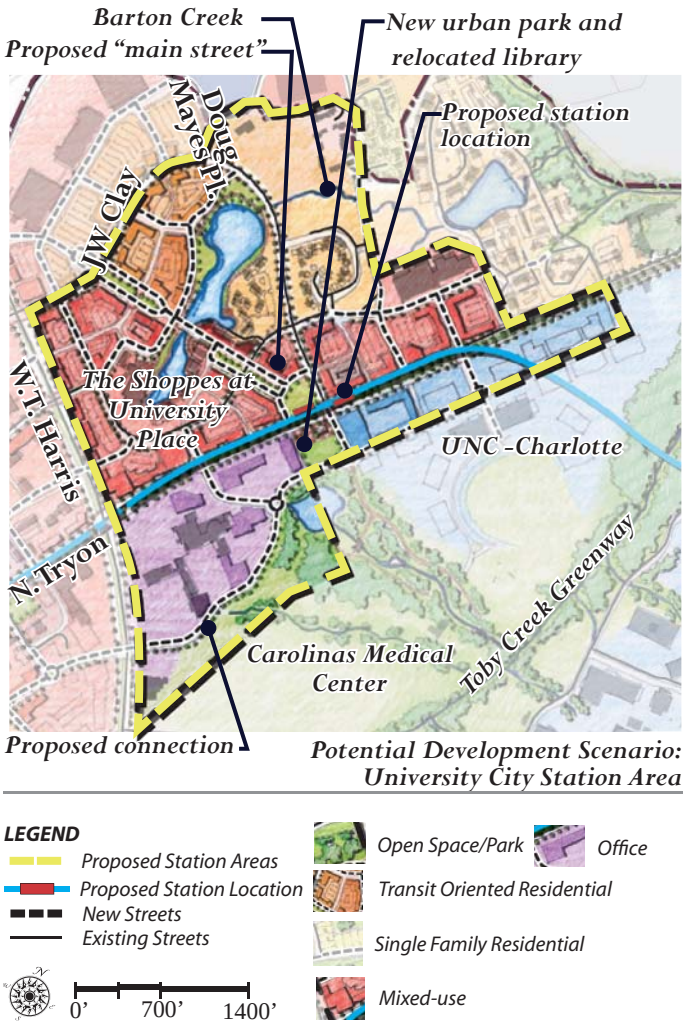
- Locate the LRT Station at the intersection of Ken Hoffman Drive and North Tryon Street.
- Extend Ken Hoffman Drive as the station area's pedestrian-oriented main street, extending it west of North Tryon Street to University Executive Park Drive.
- Promote transit-supportive mixed use development along North Tryon Street on both sides of the station area transitioning to a more employment oriented mix along Ken Hoffman Drive on the west side and McCullough Drive on the east side of the station area.
- Consider creating a district park east of North Tryon Street.
- Preserve and enhance the Hampton Park neighborhood.



Potential Development Scenario: Harris / North Tryon Station Area

University City Station Area

- Locate the LRT Station at the intersection of J.W. Clay Blvd. and North Tryon Street
- Establish J.W. Clay as the station area's main street creating attractive urban "entrance parks" on the east and west sides of the intersection of J.W. Clay Blvd. and North Tryon Street.
- Promote mixed use development with a concentration of pedestrian-oriented uses with ground floor retail west of North Tryon Street and expansion/intensification of institutional-uses east of North Tryon Street.
- Connect J.W. Clay to the hospital loop road and create a signalized intersection with Harris Boulevard.
- Relocate the library to the west side of J.W. Clay. (A land swap with the Hospital would be required.)
- Create an interconnected street network through University Place to enhance connectivity, encourage infill development and elevate University Place's role as University City's Town Center.
- Promote internal street connectivity around University Place and extend that street network north across a tributary of Mallard Creek.



Potential Development Scenario: University City Station Area

EXECUTIVE SUMMARY

University City MSD Edge Area Highlights

Edge Area A-1 and A-2: I-85 Frontage Area

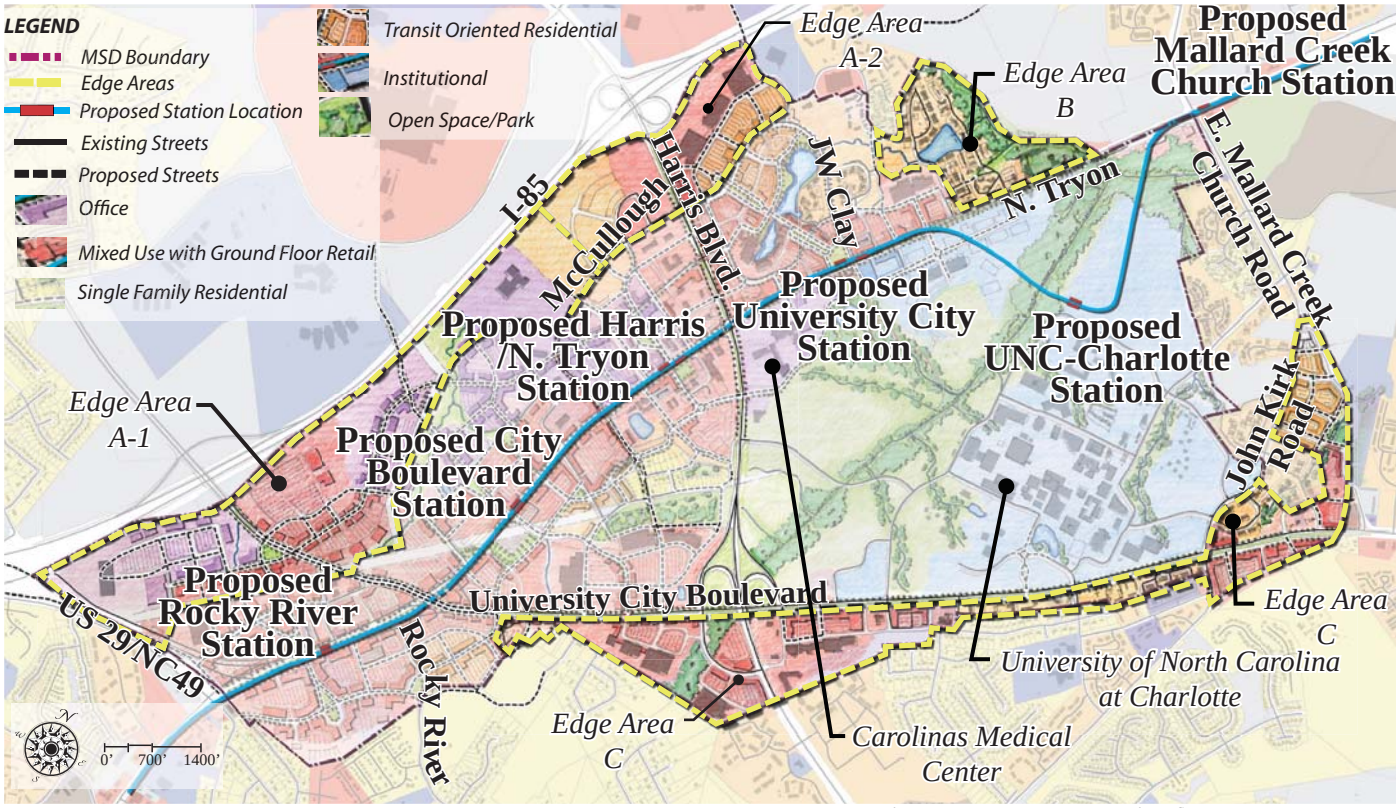
- Promote a mix of large-scale employment and retail uses close to the I-85/City Boulevard Interchange. Improvements to the "weave" and extensions of City Boulevard and McCullough Drive are critical for development within this interchange area.
- Encourage an employment, retail (ground floor preferred over free standing) and residential mix for the rest of the frontage area west of Harris Boulevard, with an emphasis on employment uses. Development should be pedestrian-oriented along McCullough Drive. Intensification of land uses within the existing shopping area (University Place II) to the east of Harris Boulevard is also recommended, including office and moderate density (up to 17 DUA) residential development in addition to the retail uses.

Edge Area B: North of University City Station Area

- Promote a mix of residential housing (up to 17 DUA), with some smaller-scale retail and/or office development at the northern edge, reflecting the existing land use. However, redevelopment to better integrate uses through pedestrian connections should be considered in the long-term. A new street paralleling North Tryon Street and connecting the University Place area with Mallard Creek Church Road is also recommended.

Edge Area C: City Boulevard/Mallard Creek Church Road Edge Area

- Promote a pedestrian-oriented mix of retail, office and moderate density (up to 17 DUA) housing on the east side of City Boulevard, both north and south of the Harris Boulevard interchange area.
- Encourage residential development (up to 17 DUA) to remain/redevelop along City Boulevard directly across from the UNC Charlotte campus and along Mallard Creek Church Road.



Potential Development Scenario of the MSD Edge Areas

Transportation/Streetscape Design

Establishing North Tryon Street as a light rail transit corridor will greatly enhance mobility into and throughout University City as well as provide tremendous opportunities for more urban scale development and redevelopment in the district. The preliminary alignment of the dual tract LRT and locations of transit station locations for the Northeast Corridor were approved in 2006 as part of the 2030 Corridor System Plan and will be refined over the next several years as the detailed design work for the corridor is completed.

Providing easy access via foot, bicycle, transit and/or motor vehicles throughout University City is essential for the successful implementation of the urban land use and transportation vision for the district. It will rely on the creation of a new internal street network that will provide greater connectivity throughout the MSD and much needed alternatives to North Tryon, City Boulevard and Harris Boulevard where congestion is already heavy. Street blocks that are no longer than 500 feet and with a maximum block perimeter of 1,800 feet should be created as part of this internal street network.

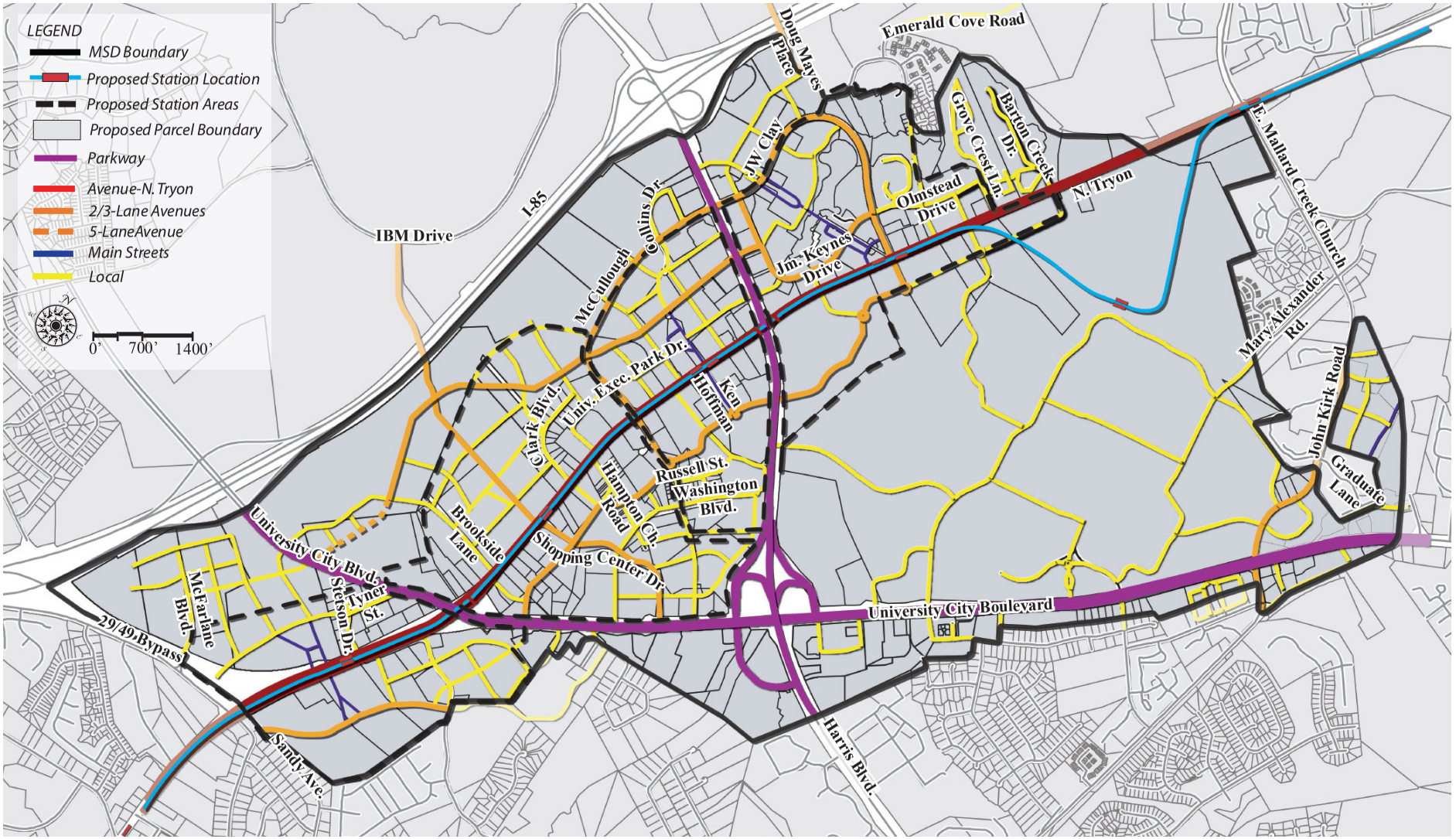
Future Street Cross Sections

Future cross sections for many streets located within the MSD have been identified in the plan (Executive Summary Map #3) and are based on the City's Urban Street Design Guidelines (pending adoption). These cross-sections provide the basis for determining required building setbacks and the future character of the streets regarding the number of lanes, pedestrian, bicycle and transit accommodations and provisions for on-street parking. The cross-sections are measured from the back of the curb to the front of buildings. **These cross-sections do not represent plans for immediate road improvements, but reflect recommended long-term changes to be considered for implementation once a major portion of the necessary right of way and/or funding is available.** Table 1 identifies the proposed cross-sections for existing and future streets in the MSD. The majority of proposed new streets will be local streets constructed, in large part, by the private sector through the development process.

TABLE 1 - Future Cross Sections

	MAIN STREETS	AVENUES				PARKWAY	LOCAL-RESIDENTIAL	LOCAL-COMMERCIAL
Number of Lanes	2	2	3	5	Tryon	C.B/U.C.B/ Harris	2	2
Width of Lanes	13'-0"	11'-0"	11'-0"	11'0"	11'-0"	Varies	10'-0"	13'-0"
Bike Lane	No	6'-0"	6'-0"	6'-0"	6'-6"	No	No	No
Sidewalk	12'-0"	8'-0"	8'-0"	8'-0"	8'-0"	5'-0"-10'-0"	8'-0"	8'-0"
Planting Strip	8'-0"	8'-0"	8'-0"	8'-0"	10'-0"	15'-0"	8'-0"	8'-0"
On-street Parking (From face of curb)	7'-0"	7'-0"	7'-0"	7'-0"	No	No	7'-0"	7'-0"
Curb & Gutter	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"
Median	No	No	Optional	Yes	Yes	Yes	No	No
Width of Median	No	No	16'-0"	16'-0"	58'-0" (LRT)	Varies	No	No

NEW STREET NETWORK CLASSIFICATIONS*



*This is a conceptual graphic representation of how the University City Area's street network could develop.

Streetscape Development Standards

The Streetscape Development Standards are provided to define the character and width of the area behind the curbs, between the buildings and the curbline. The standards include required setbacks, sidewalk widths and street-tree planting areas for all new developments and major redevelopment in areas zoned TOD (Transit-Oriented Development), MUDD (Mixed Use Development District) or NS (Neighborhood Service), as well as in areas where the TS (Transit-Supportive) Overlay or PED (Pedestrian) Overlay Districts have been designated and/or an adopted streetscape plan or station area plan has been adopted.

Recommended Public Infrastructure Improvements

- North Tryon Street: As currently planned, North Tyron will be designed as a 4-lane cross-section that does not preclude widening to 6-lanes through the entire study area. In addition, several intersections, particularly the North Tryon/W.T. Harris Boulevard intersection, may require additional improvements in the long-term to maintain reasonable levels of mobility. In 2007, CDOT will initiate a detailed analysis of this intersection to determine design options, including accomodating LRT and possibly an interchange.

- City Boulevard: Construction of the extension of City Boulevard and an at-grade intersection improvement at the US 29/NC49 "weave" are planned for the near-term future, with completion expected no later than 2012.

- Other Street Improvements: In addition to improvements to North Tryon Street and the extension of City Boulevard, the highest priority street improvements should be:
  - Extension of McCullough Drive to the City Boulevard;
  - Extension of J.W. Clay Boulevard to Harris Boulevard (on south side of North Tryon) including a signalized intersection at Harris Boulevard;
  - Extension of Shopping Center Drive north from North Tryon over Interstate 85, connecting to IBM Drive; and
  - Extension of Doug Mayes Place north over Interstate 85, connecting to Louis Rose Drive.

Improvements to other existing streets in the district will be considered for implementation when major portions of the necessary rights-of-way and/or funding are available. Most of the new streets or extensions of existing streets will be local streets and will largely be constructed by the private sector through the development process. To ensure connectivity throughout the MSD, the City of Charlotte will need to create a partnership to construct those segments of local streets that developers would not otherwise be required to build.

The following are general recommendations for infrastructure improvements in the public right-of-way. Detailed engineering plans and further public input will be required for these improvements once public funding is secured for their implementation.

Improvements for Safety and Convenience of Pedestrians and Cyclists

Sidewalks and Curb Ramps: All streets in the district, especially those within station areas, should eventually have sidewalks on both sides of the streets and Type II curb ramps on all corners at intersections.

Street Crossings: Pedestrian crossings should be provided along North Tryon Street at and near all transit stations and other key intersections. Crossings should also be provided at key intersections along Harris and City Boulevards. Crosswalk enhancements such as high-visibility crosswalk markings, countdown pedestrian lights, "no turn on red" regulations and "pedestrian zone" signage should be considered at designated street crossings. Construction of pedestrian refuge islands should also be explored.

Bump Outs: Bump outs should be constructed on two or three-lane avenues and local streets where blocks are longer than 600 feet.

Speed Limit: Speed limits of 30 mph along North Tryon Street and City Blvd, 45 mph along Harris Blvd. and 25 mph along all other roads should be maintained in the MSD to provide greater safety for pedestrians and cyclists.

Pedestrian Scale Lighting: Pedestrian-scale lighting should be installed within the public right-of-way of streets throughout the MSD, with highest priority given to areas having the greatest volume of pedestrian activity.

Bicycle Routes/Lanes: An inter-connected bicycle network of bike lanes, bike trails and signage should be established for the MSD including official bike lanes established for key streets in accordance with the street cross-sections.

Bicycle Parking and Signs: The City's Zoning Ordinance requires that bicycle parking be provided in all new development of a certain size. This plan recommends that the City install bicycle racks in key locations within transit station areas and work with business owners to share the cost of installing racks for existing developments. In addition, signs identifying bicycle routes should be installed throughout the MSD.

Public Art: City Policy requires that for many capital projects, 1% be spent for public art. Future capital projects within the MSD should include public art, particularly at or close to station areas.

Benches and Trash Cans: UCP should install benches and trash cans where pedestrian activity is highest, including transit station locations.

Parks, Greenways/Open Space

Parks and greenways will be an important amenity for University City as it becomes more intensely developed with pedestrian-oriented uses. Recommendations for such infrastructure improvements include:

- Locating a district park in University City to accommodate future population growth. The area in or around the Hampton Park neighborhood may be a possible location to consider.
- Encouraging development of small urban pocket or mini-parks and/or pedestrian plazas within transit station areas to provide outdoor spaces for daily activities and special events. These small parks/plazas should be located in highly accessible and active areas.
- Providing new greenway connections within the MSD including:

  - The Toby Creek Greenway that will extend across the UNC Charlotte campus to the south side of City Boulevard. A sidewalk connection will be provided to establish the critical link between the greenway and North Tryon Street at J.W. Clay Boulevard.

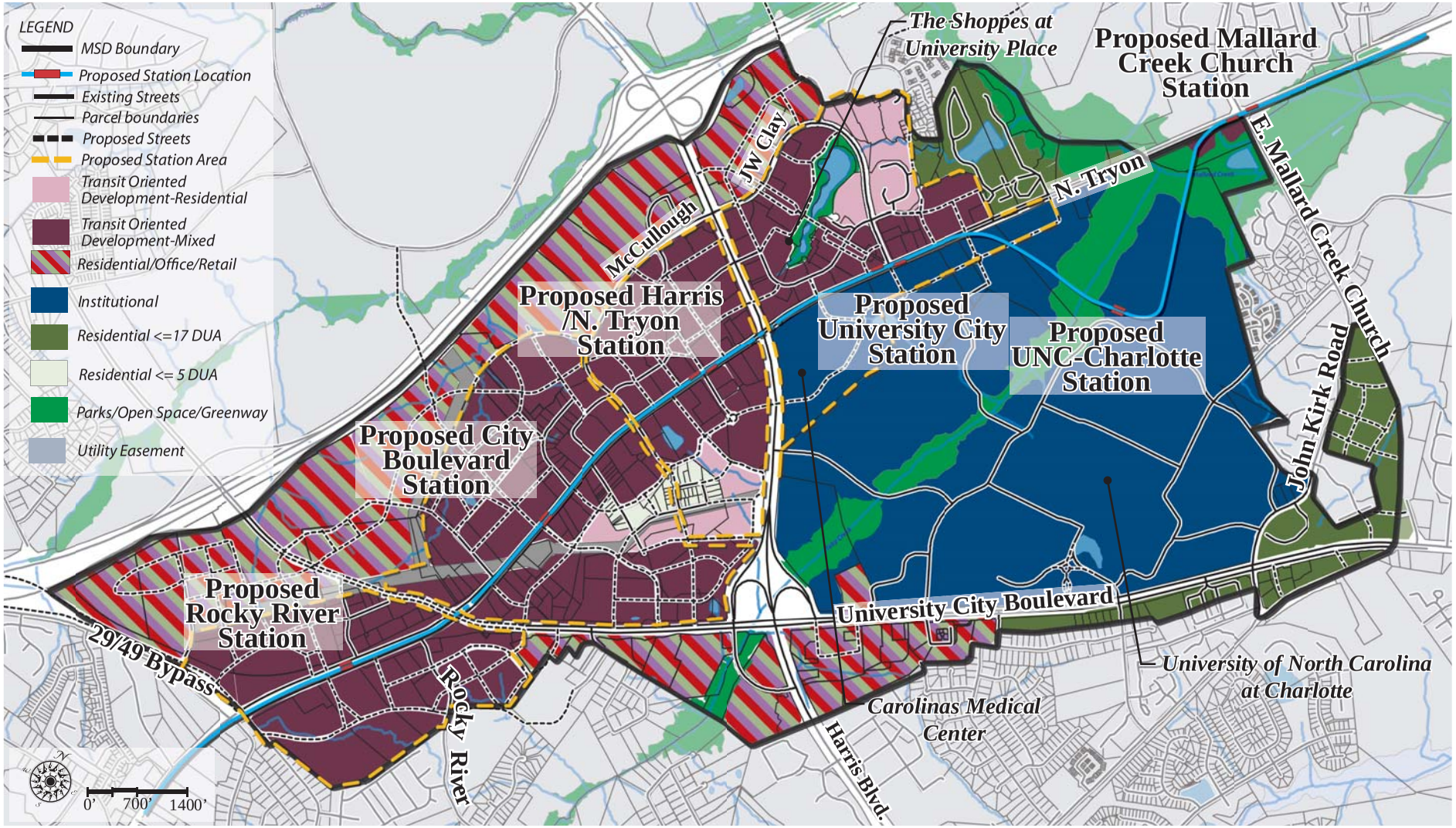
  - The Barton Creek Greenway on the west side of North Tryon that will include sidewalk connections along J. W. Clay Boulevard and will follow Barton Creek and cross over North Tryon via a pedestrian crossing where it will then connect with the fitness trails on the UNC Charlotte campus.

  - A proposed overland greenway connection from the future Doby Creek Greenway west of I-85 to the City Boulevard Transit Station.

Environment

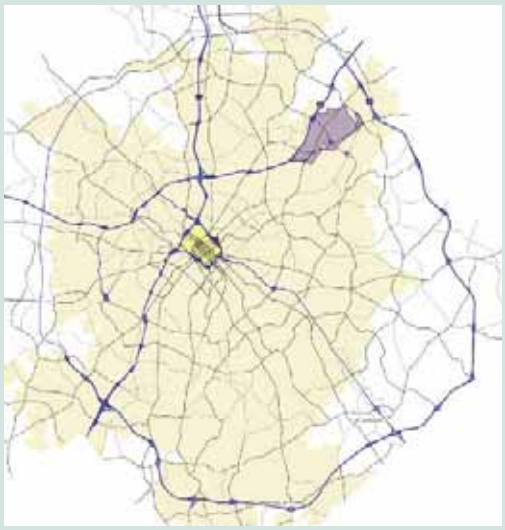
Implementing the land use, design and transportation recommendations in this area plan, in addition to the environmental recommendations included in the General Development Policies (in draft stage),will help ensure that University City has as healthy an environment as possible. Clustering development along grid streets, promoting pedestrian activity and bicycling, providing open spaces, encouraging infill development on underutilized and vacant sites, sharing parking and using innovative practices to collect, treat and disperse storm water run-off are among the environmental recommendations included in the plan.

FUTURE LAND USE



UNIVERSITY CITY AREA PLAN

Volume One: Concept Plan



INTRODUCTION

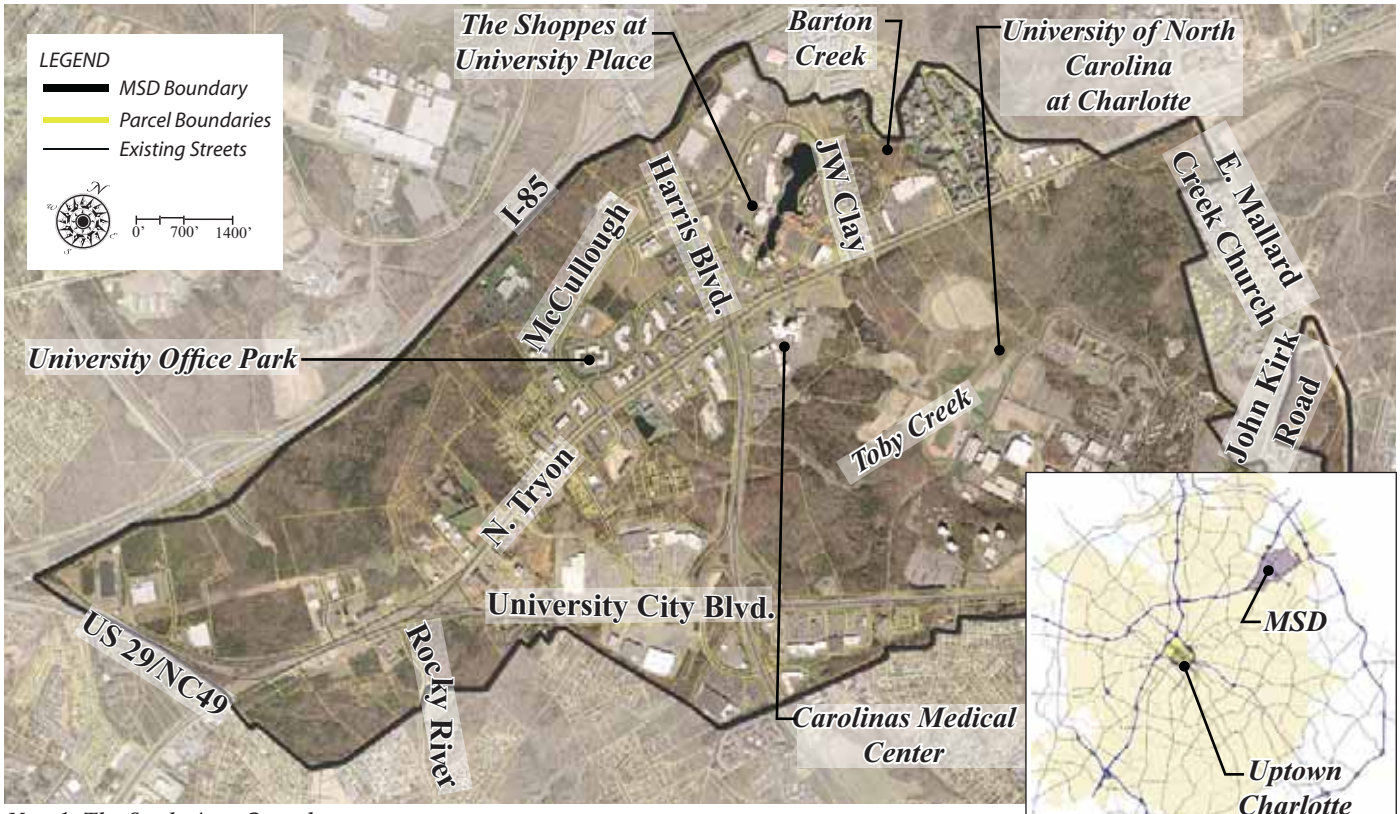
Background

University City is in the heart of the Northeast District. Its commercial core, which is the focus of this plan, is generally located north of the US29/NC49 "weave", east of I-85, south of Mallard Creek Church Road and west of University City Boulevard (please see Map 1). In 2003, Charlotte City Council designated this commercial core as a Municipal Services District (MSD). An MSD allows for the taxation of property owners within the district's boundaries as a means of generating revenue to support enhanced services exclusively for the area.

University City Partners (UCP) was established in 2003 to coordinate planning, marketing and other activities in the MSD and to serve as an advocate for the area's rate payers. Since its inception, UCP has undertaken a number of efforts to bring its rate payers together to focus on and discuss the MSD's future development. It hosted several planning, transportation and urban design conferences, sponsored a design competition for the Harris Boulevard/US29 intersection area and co-sponsored an economic impact study with the University City Area Council in 2004.

While all of the above helped shape the vision for University City, the culminating piece of work that led UCP to prepare and submit this area plan was the University City Urban Boulevard Study. In early 2005, UCP hired a planning consultant to develop a vision and plan for transforming the future Northeast light rail corridor into a "grand urban boulevard" within the MSD and to create a pedestrian-oriented town center for University Place.

Concurrent with the Boulevard Study, the City of Charlotte completed a detailed land use and design plan for the reconfiguration of the US29/NC 49 "weave" intersection and surrounding area. Large tracts have been landlocked for decades due to the current intersection configuration. The City also completed preliminary design concepts for the five light rail transit stations



Map 1- The Study Area Boundary

Context Map

An aerial view of N. Tryon Street and Harris Boulevard

View along N. Tryon Street near McCullough Drive

within the MSD boundaries, as well as the transit station located near the intersection of US 29 and Mallard Creek Church Road, which is outside the MSD boundaries. Additionally, a study that focused on aligning transit through the UNC Charlotte campus was completed.

The land use and urban design concepts and recommendations that emerged from these planning processes have been incorporated into and are the foundation of the University City Area Plan.

To implement the vision established in the Urban Boulevard Study, leaders in University City realized that the district plan policies guiding development of University City's urban core needed to be revised. Consequently, University City Partners (UCP) sponsored development of this area plan. When adopted, the area plan will update the Northeast District Plan for this area. It will provide transportation and design policy guidance for University City's commercial core and will serve as the area's adopted land use, urban design and streetscape plan. Four station area plans have been included in this area plan and will be officially adopted as part of the plan adoption process. These

Plan Purpose

The purpose of the University City Area Plan is to update the 1996 Northeast District Plan. The Northeast District Plan is the official land use policy document currently used to guide development activity in University City. However, conditions have changed in this area, resulting in the need to update the policy guidance. Specifically:

- The corridor has since been designated as a light rail corridor and the transit station locations determined.
- The major improvements planned for the US29/NC49 "weave" have significantly changed. The 29/49 Roadway Improvement Project will consist of new, at-grade intersections at the I-85 Connector and at University City Boulevard (NC 49). In addition, the project will connect the new intersection with University City Boulevard to a previously constructed interchange at I-85 (City Boulevard Extension). This project has been approved and will be funded by the City of Charlotte.
- UNC Charlotte plans to create a major gateway to the campus off US29, including a rapid transit connection to the university.

station area plans provide specific land use, transportation and urban design recommendations for the area within a ½ mile walking distance of the transit station.

This area plan is divided into a Concept Plan and an Implementation Plan. The Concept Plan describes the policy framework and recommendations, while the Implementation Plan identifies specific strategies that will assist in implementing the Concept Plan. City Council will approve only the Concept Plan. The Implementation Plan will guide City staff, University City Partners and the private sector in implementing the Concept Plan.

A stakeholder interview

Planning Process

The planning process for this area plan began, in effect, when UCP first brought stakeholders together in 2004 to discuss the district's future development. Experts in transit planning and urban design headlined the various conferences sponsored by UCP and generated much discussion about the changes taking place in the area and the opportunities and challenges facing the MSD. Through these and other early on efforts, UCP was building the planning foundation and educating stakeholders on possibilities for the MSD. When UCP hired the consultant to work on the Urban Boulevard Study, community engagement intensified. UCP held a number of community forums in 2005 and 2006, including a design charrette where various development scenarios for the North Tryon Corridor were created. In addition, the consultant held a series of one-on-one interviews with affected property owners, business owners and others to solicit their ideas and input.

Throughout the planning process, UCP staff and consultants met with Planning Department, Charlotte Department of Transportation (CDOT), Charlotte Area Transit System (CATS) and Parks and Recreation staff. Progress reports on the work taking place in University City were given to City Council in October 2005 and March 2006. The culmination of all the community engagement efforts and the public unveiling of the Urban Boulevard Study recommendations occurred at UCP's September 2006 community forum held at the Oasis Shrine Temple. Over 130 people attended to hear the consultant's presentation and to offer feedback through discussion and an exit survey. Subsequently, UCP prepared this area plan document, incorporating the ideas and recommendations that had evolved through the Urban Boulevard planning process.

POLICY FRAMEWORK

A number of adopted and proposed land use and transportation plans, strategies and tools have implications for University City and have been taken into consideration in developing this area plan. These plans/strategies and their potential impacts and/or overlaps are described below:

Centers, Corridors and Wedges Framework

Originally introduced in 1994 and adopted by Charlotte City Council in 1997 as part of the 2015 plan as a tool to guide future growth, the Centers, Corridors and Wedges Growth Framework is the over arching policy for growth in Charlotte and Mecklenburg County. It identifies five radial growth Corridors and a variety of activity Centers that have the infrastructure to support higher intensity development. Wedges, which fall between Corridors, are reserved primarily for low to medium density residential development reflecting the existing development pattern in those areas.

Because transit station area plans can cover large areas, including parts of Corridors and their more specific transit station areas and interchange proximity areas, as well as parts of Wedges, the Centers, Corridors and Wedges Growth Framework provides the broadest and most comprehensive level of guidance. This includes guidance on land use types and intensities, urban design, transportation and infrastructure. This affects University City, as numerous opportunities for intensification and mixing of uses will be created to support the future Northeast Light Rail Transit Corridor.

General Development Policies (GDPs)

In November 2003, Charlotte City Council adopted the first phase of an updated version of the General Development Policies, which provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Because this area plan provides specific guidance regarding residential densities, location and design, the residential location and design element of the GDP will not apply. Instead, the GDP were used as a guide in the development of this plan, especially the Transit Station Area Principles (2001) component of the GDP. The principles were used as the basis for the more refined land use and design recommendations for the four station areas in this plan and, in general, to concentrate higher intensity development and redevelopment within defined corridors and centers and lower density development in the identified "wedges" between the corridors. Phase II of the GDP is currently underway and includes chapters on the Environment and Infrastructure.

Northeast District Plan

The Northeast District Plan, adopted in 1990 and updated in 1996 and through subsequent rezonings, area plans and plan amendments, is the official policy guide for growth and development in this northeast area, which includes University City. The plan provides policy direction for land use and zoning, transportation and other infrastructure improvements and amenities aimed at improving the area's livability. The Planning Commission and City Council refer to this district plan when reviewing and making decisions on development proposals and rezonings. By adopting the University City Area Plan, City Council will officially update the Northeast District Plan for the MSD area. Land use, transportation and other recommendations included in this area plan will update those recommendations included in the district plan. It should be noted that the District Plan map is updated to reflect changes to the adopted land use through rezonings, area plans and plan amendments; however, the area plan maps are not typically updated and remain a "snapshot in time".

Transportation Action Plan/Urban Street Design Guidelines

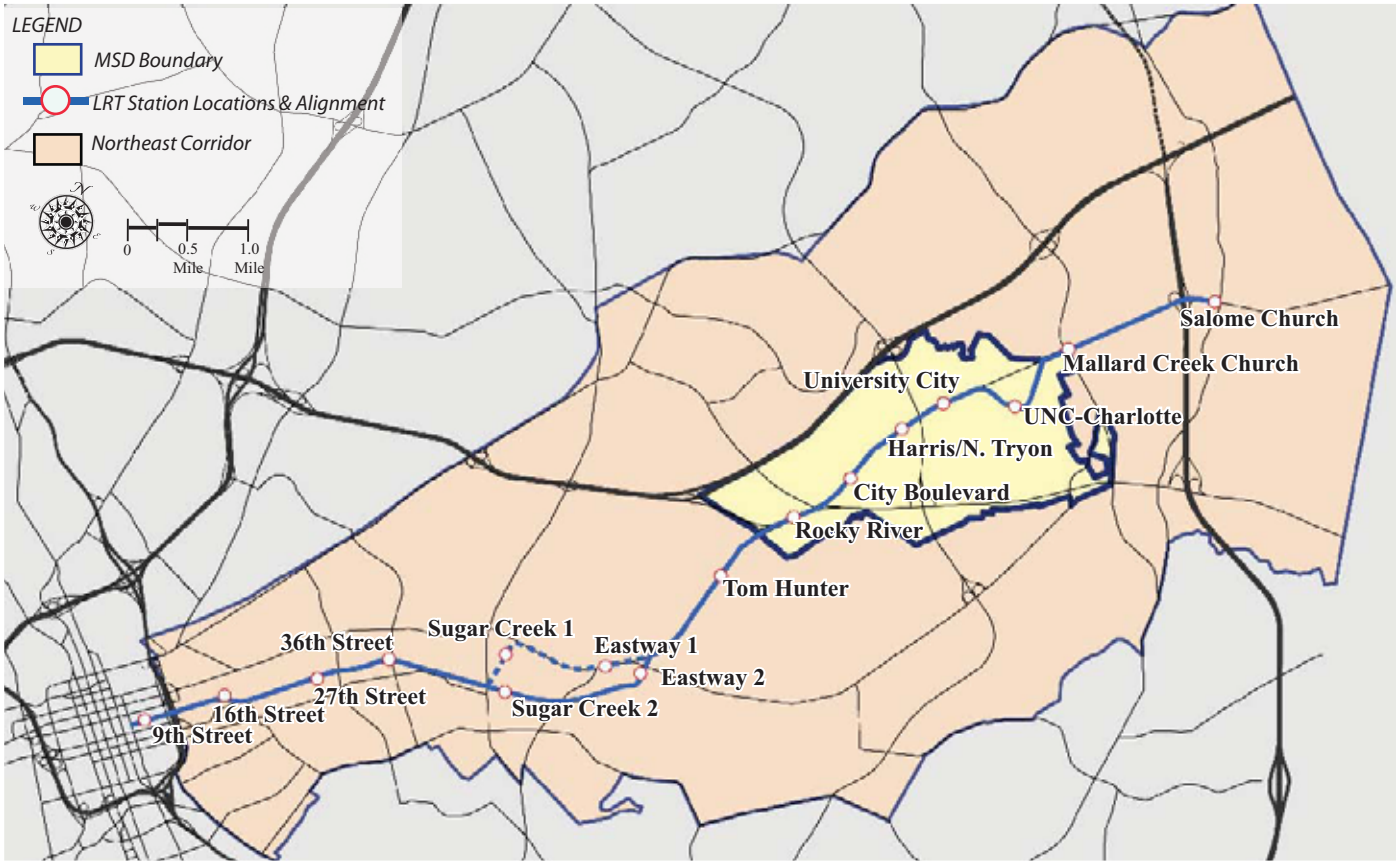
The Transportation Action Plan (TAP) (2006) defines short and long-term policies together with an implementation "blueprint" for improvements for accommodating motor vehicles, transit riders, bicyclists and pedestrians. The policies outlined in the TAP work in tandem with those outlined in the Centers and Corridors Framework. The TAP was used as the basis for developing transportation goals and recommendations for the University City area. The TAP's comprehensive "toolbox" of transportation programs will help to implement this plan. Programs such as multi-modal intersection improvements, Street Connectivity Program, Bicycle Program, Sidewalk Program and the Bicycle/Pedestrian Connectivity Program will help to implement the plan vision.

The Urban Street Design Guidelines (pending adoption) provide a comprehensive approach to planning and designing new and modified streets in Charlotte. They were used in the development of this plan to help determine street classifications and cross-sections that help guide the design and redesign of streets and to reinforce land use decisions to create synergy between the streets and the land uses along them. The USDGs will be critical in creating the appropriate streets and street network in order to implement this plan.

2030 Corridor System Plan

In November 2006, the Metropolitan Transit Commission (MTC) approved the 2030 Corridor System Plan that sets the course for rapid transit in Mecklenburg County. The development of the Northeast Light Rail Transit Corridor (LRT) was included in the plan approval. Detailed design on this corridor is expected to begin in 2007, and construction is projected to be completed by 2013.

The Northeast LRT will extend approximately 14 miles from Uptown Charlotte to I-485 north of UNC Charlotte. This dual track system will be considered an extension of the South Corridor or LYNX Blueline. It is expected to carry an estimated 15,500 to 17,500 persons per day. As currently planned, the alignment will follow the median on North Tryon Street past J.W. Clay Boulevard, veer east onto the UNC Charlotte campus and then come back onto North Tryon Street stopping just short of I-485. Map 2 shows the alignment for the entire Northeast Corridor. Of the 14 transit stations planned for the corridor, five will be constructed within the University City MSD, including a station internal to the UNC Charlotte campus.



Map 2-Northeast Transit Corridor Proposed Alignment and Station Locations

SUMMARY OF EXISTING CONTEXT

Demographic Profile

Due to the large number of institutional and employment uses within the University City MSD, the area's residential population is relatively small. According to the 2000 US Census, 6,847 people resided within the MSD in 2000, a 26% increase since 1990. This includes approximately 5,000 students living on the UNC Charlotte campus. Other highlights from the Census are as follows:

- The majority of the MSD's population (62%) is White (Figure 1).
- The number of households doubled from 1990 (799 households) to 2000 (1,643 households.)
- The number of owner occupied units decreased between 1990 and 2000 (Figure 2).
- 18,417 people were employed in the MSD, the majority employed by UNC Charlotte.

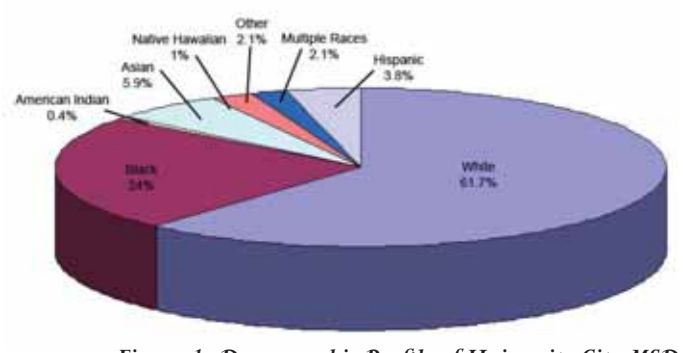


Figure 1: Demographic Profile of University City MSD
Source: U.S. Census Bureau; Census 2000 and 1990, Summary Tape File 1, <http://factfinder.census.gov> (2006).

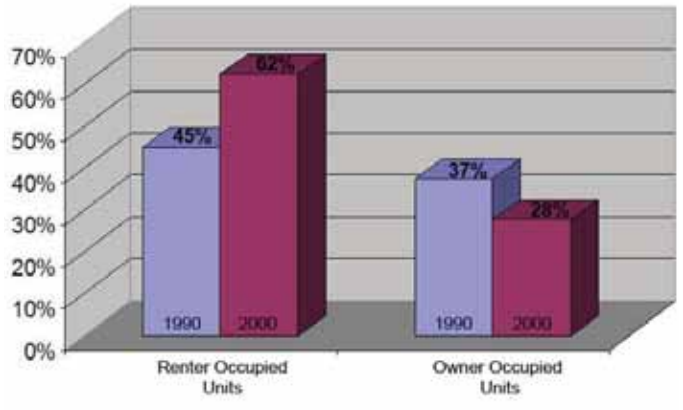


Figure 2: Renter Verses Owner Occupied Units
Source: U.S. Census Bureau; Census 2000 and 1990, Summary Tape File 1, <http://factfinder.census.gov> (2006).

Existing Land Use and Zoning

As shown on Map 3 and Figure 3, institutional and commercial land uses comprise the majority of the University City MSD, making up approximately 61% of the total land area. A relatively large amount of land in the MSD—325 acres or 17% of the total land area---is vacant. Much of this vacant land is located near the US29/NC 49 weave and is currently landlocked due to the configuration of the weave and lack of access to the properties. Institutional and commercial zoning are the most dominant zoning classifications in University City. Existing zoning is reflected on Map 4 with percentages shown on Figure 4.

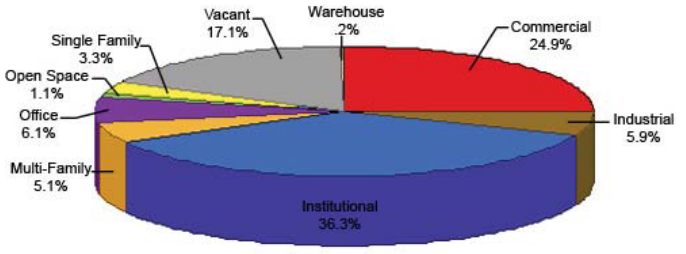


Figure 3: Percentage of Land Use Designations
Source: Charlotte-Mecklenburg Planning Department; DELD Data, (2004).

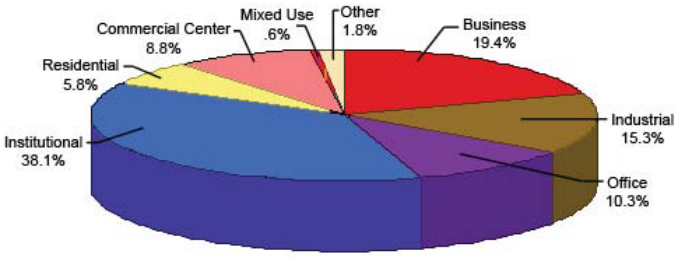
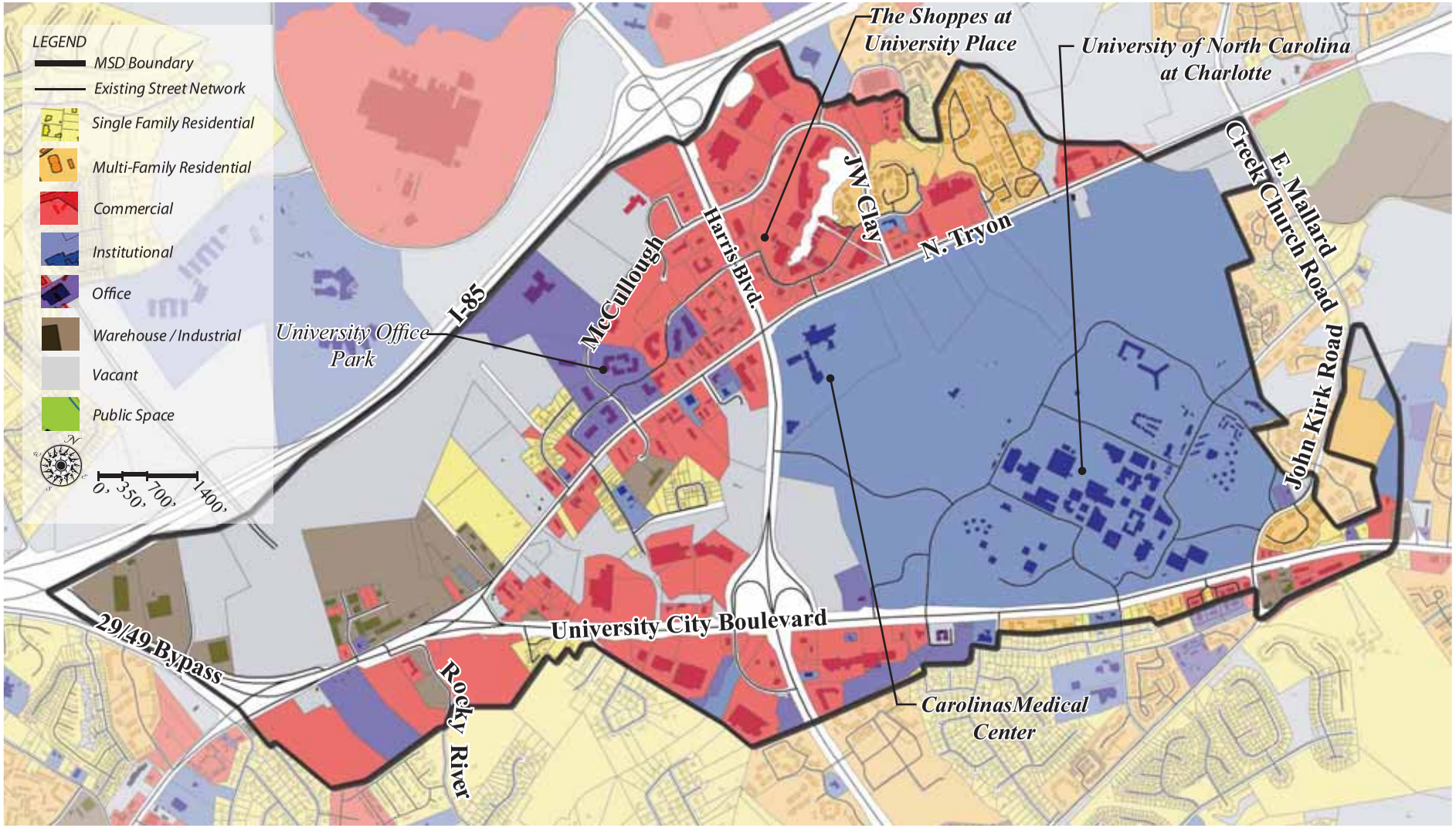
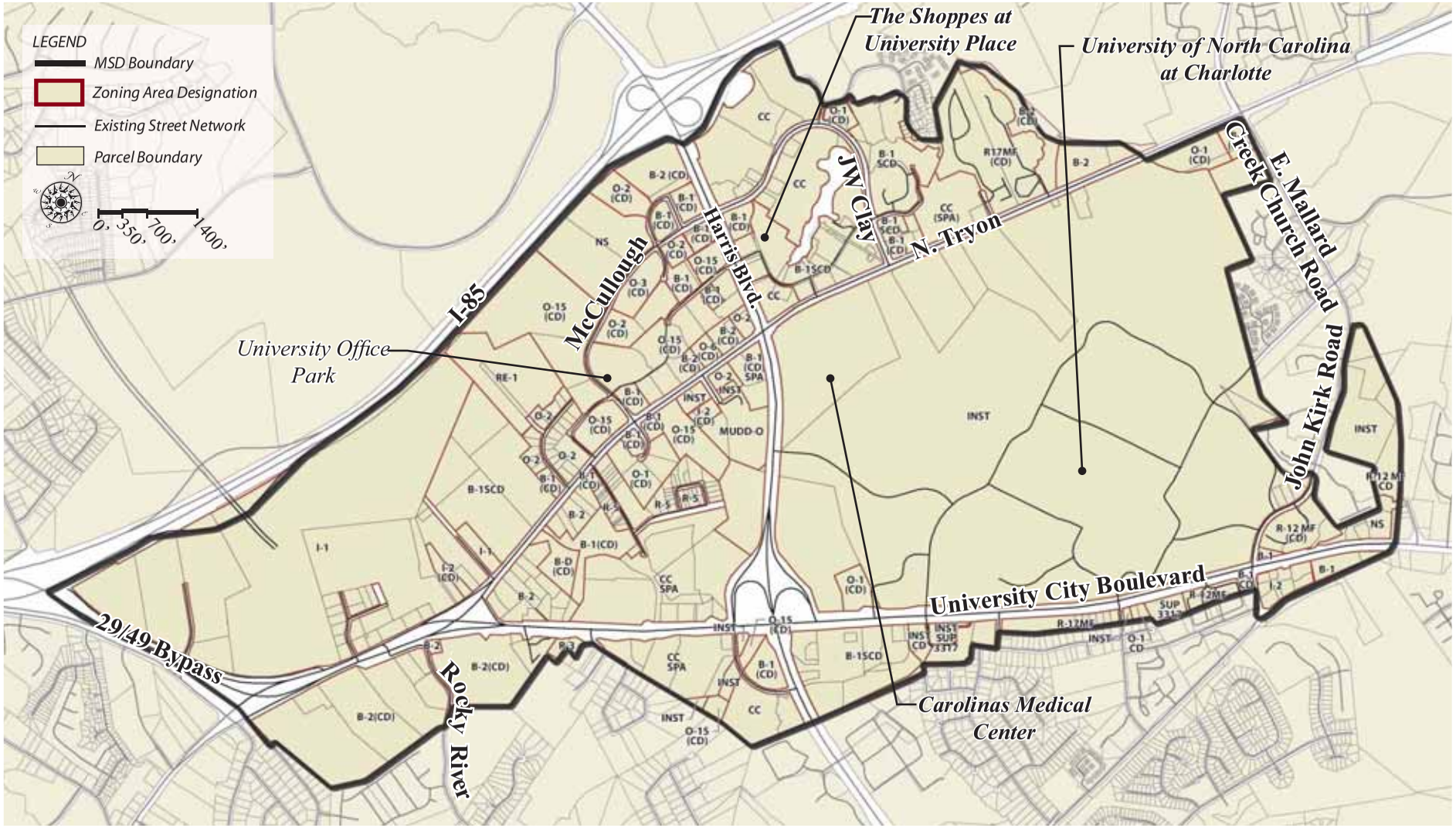


Figure 4: Percentage of Zoning Designations
Source: Charlotte-Mecklenburg Planning Department; DELD Data, (2004).

MAP #3-EXISTING LAND USE

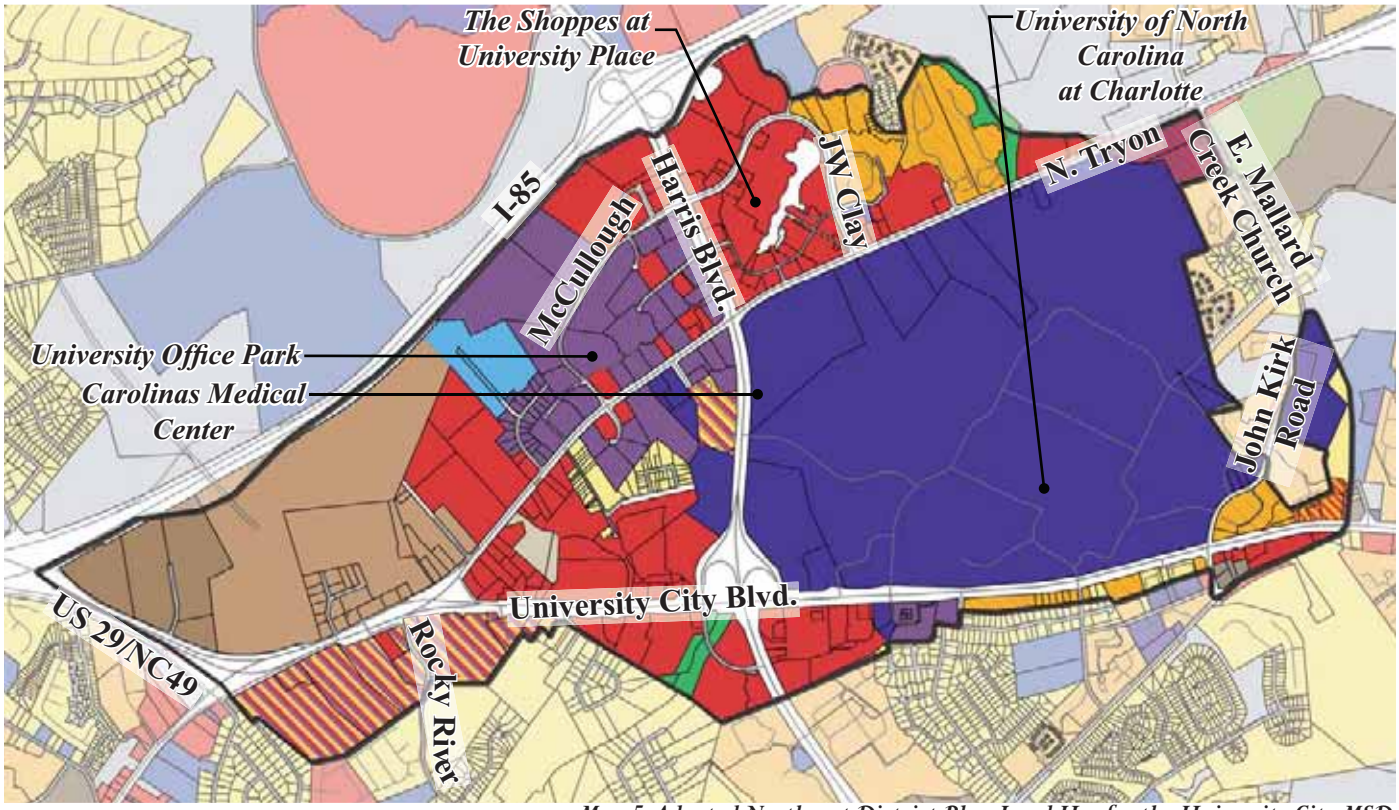


MAP #4-EXISTING ZONING



Adopted Land Use for University City MSD

The Northeast District Plan identifies specific land uses for the future growth and development of the area as shown on Map 5.



Map 5-Adopted Northeast District Plan Land Use for the University City MSD

LEGEND

- MSD Boundary
- Existing Streets
- Single Family Residential
- Multi-Family Residential
- Multi-Family<=12 DUA
- MF/Commercial
- MF/Office/Commercial
- Office/Commercial
- SF/MF/Office/Commercial
- Office
- Research
- Institutional
- Commercial
- Warehouse / Distribution
- Industrial
- Greenway
- Vacant

0' 700' 1400'

Existing Transportation Infrastructure

While excellent access to I-85 exists in University City via the US29, Harris Boulevard and Mallard Creek Church Road exits, internal access within the area has become a growing problem. The current transportation network, shown on Map 6, primarily relies on three main thoroughfares to carry the bulk of the area's increasing traffic volumes: North Tryon/US29, University City Boulevard/NC49 and Harris Boulevard. The lack of a good internal road network forces most drivers to use these major thoroughfares to move about the area, creating considerable congestion, particularly during peak driving times and creating longer trips for motorists, bicyclists and pedestrians. The current design of the "weave" where North Tryon and University City Boulevard merge exacerbates traffic flow problems in the MSD. In addition, the area is not pedestrian or bicycle-friendly. Sidewalks are limited and disconnected, and crossing the major thoroughfares is dangerous, as there are few signalized intersections to facilitate pedestrian crossings. There are no bicycle lanes and few bicycle racks can be found in the area. Several express and standard bus routes serve the larger University City area.

Existing Urban Design Character

The design character of University City MSD can be described as automobile-oriented. Buildings typically have large setbacks with parking lots fronting them, and traditional suburban style architecture is most common. In some areas, particularly along North Tryon Street south of Harris Boulevard, curb cuts are numerous, and inter-connectivity between properties is limited. While individual properties are landscaped, little, if any, landscaping or other amenities exist in the public rights-of-way. Overall, the area is devoid of design elements that would visually or functionally tie the area together. See Map 7 for Existing Community Facilities.

Environment

Tree Cover

Existing tree cover is primarily found on the vacant parcels within the study area; along the Toby Creek Greenway, which runs between the hospital and UNC Charlotte; around the future City Boulevard extension; and on the UNC Charlotte campus. The most extensive and notable tree coverage lies within the undeveloped northern portion of the campus.

Topography

Significant grade changes and steep slopes exist in the area where the future City Boulevard extension is planned and on most of the vacant land along Toby Creek and its tributaries. There are pockets of steep slopes on both sides of North Tryon Street, north of University Place, the hospital and UNC Charlotte. There are also several steep slopes and wetlands on the vacant UNC Charlotte parcel on the north end of the campus, especially the undeveloped northern portion.

Water Quality

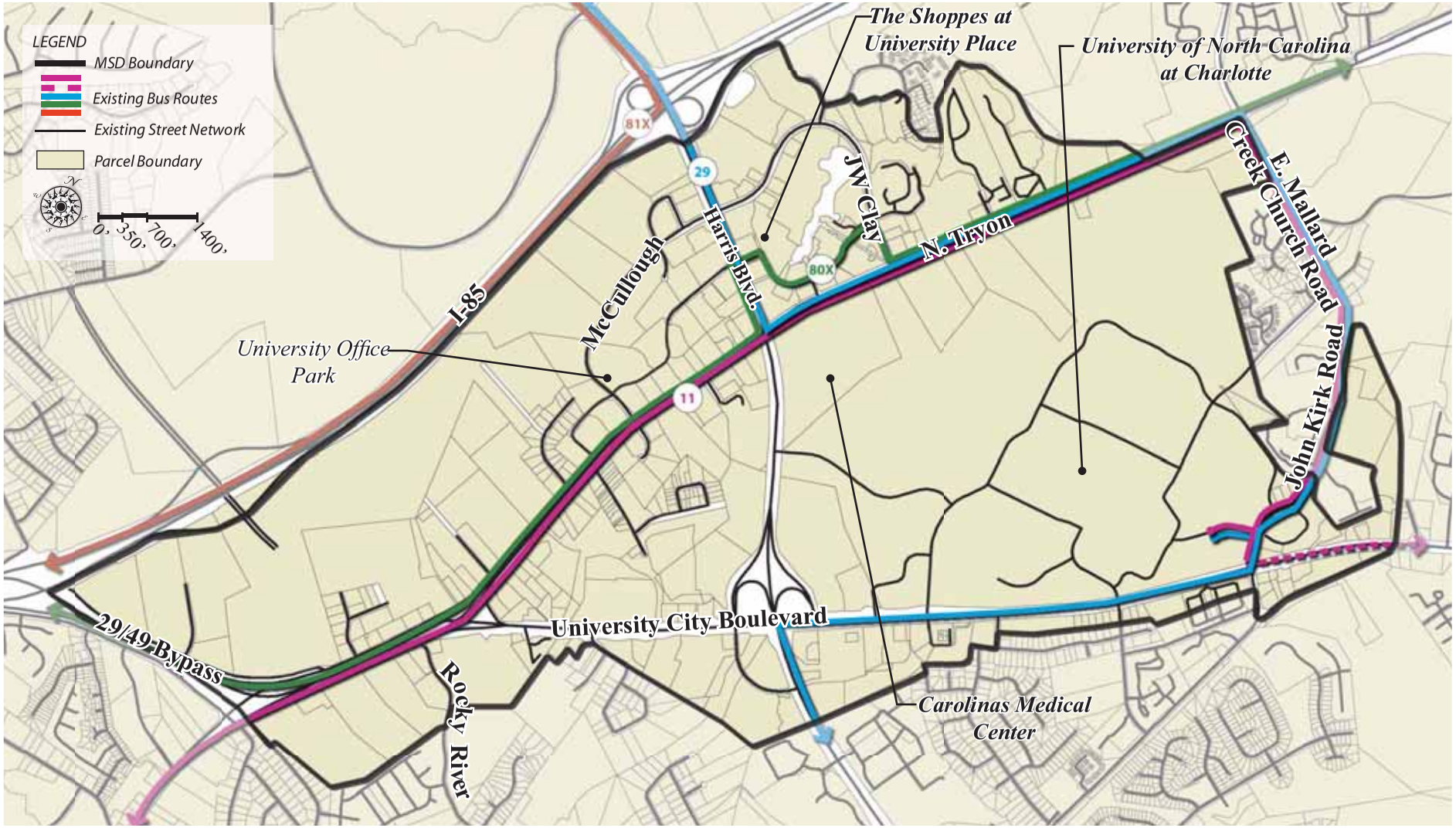
The University City MSD lies within the Mallard Creek watershed, including portions of both Mallard and Toby Creek, which traverse the MSD. This watershed meets standards of the Federal Clean Water Act. The major stream and creek pollutants are phosphorus and sediment caused, to a great extent, by urban runoff.

Air Quality

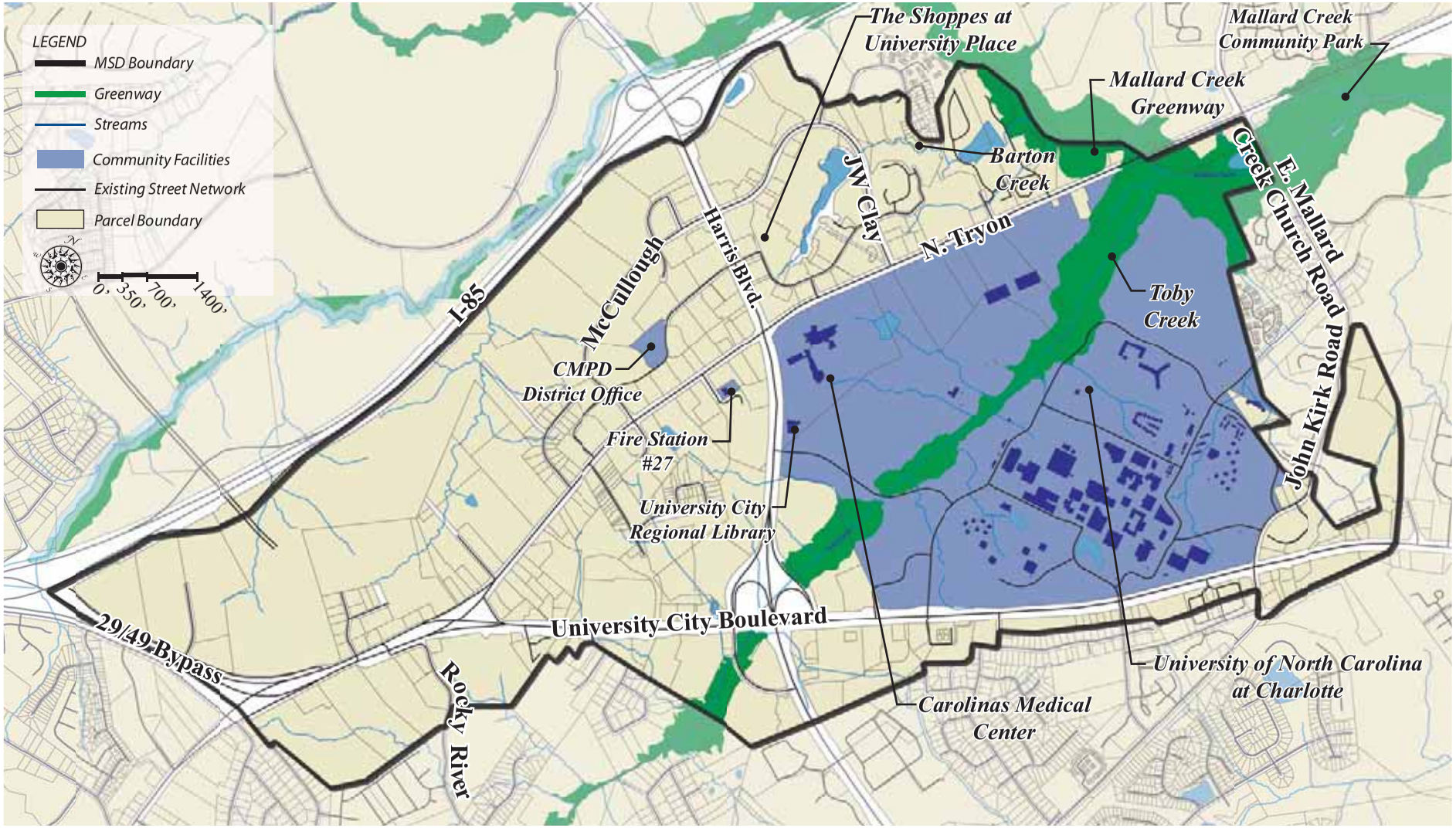
National Ambient Air Quality Standards (NAAQS) have been established by the U.S. Environmental Protection Agency for six air pollutants. Collectively, these air pollutants are known as the criteria air pollutants. The Mecklenburg County Air Quality (MCAQ) conducts monitoring for the six criteria air pollutants that threaten public health and welfare. Ozone and fine particulate matter (PM2.5) pollution are the current concerns for Mecklenburg County.

The goal is to have the ozone at or below 84 parts per billion (ppb). The 8-hour ozone data for Mecklenburg County from 2001 through 2006 for the monitors nearest to the University area indicate the value used to determine compliance with the NAAQS decreased from an average of 97 ppb in 2003 to 87 ppb in 2005, but it went up slightly in 2006 to an average of 88 ppb.

MAP #6-CURRENT TRANSPORTATION NETWORK



MAP #7-EXISTING COMMUNITY FACILITIES



Through the various planning and public input processes that have taken place in University City in recent years, key planning issues and opportunities have been identified as follows:

Strengths of University City

- ***Strong economic "anchors"*** - Big economic generators include the CMC-University Hospital, UNC-Charlotte and the Shoppes at University Place.

- ***Excellent regional access and proximity to Uptown*** - The University City MSD is located adjacent to the I-85 corridor and has two exits within the MSD. In addition, I-485 is located within three miles of University City.

- ***Committed Infrastructure Investment*** - Several large property owners are willing to work towards providing key locations within the MSD area.

- ***Vacant Land*** - Access to approximately 300 acres of vacant land will be opened up with the elimination of the US29/49 Bypass and construction of an at-grade intersection at this location.

Weaknesses of University City

- ***Lack of street network*** - Reliance on three main arteries for vehicular circulation and the limited number of collector streets make circulation within the MSD difficult.

- ***Condition of North Tryon*** - The current design of North Tryon Street is hostile to pedestrians, cyclists and motorists due to its current layout and width, traffic volume and speeds and the lack of sidewalks and street crossing.

Opportunities to Build Upon

- ***29/49 Weave Completion*** - Construction on the extension of City Boulevard (Graham Street Connector) is scheduled to be completed by 2012. This extension will eliminate the problematic "weave" where US29 and City Boulevard currently merge. The proposed redesign of the "weave" will eliminate the high-speed ramps and provide for an at-grade intersection. Once this new intersection is in place, a road network can be established to provide access to more than 300 acres of vacant land. Major property owners along the "weave" have expressed a willingness to build a portion of the street network in this area.

- ***Strong Property Owner Interest in the Redevelopment of University Place*** - The owner of The Shoppes at University Place has discussed plans for the redevelopment of the area along the Southwest corner of J.W. Clay Blvd. and North Tryon/US29. The possibility of fronting buildings along the North Tryon Corridor and incorporating other urban design elements that will help create a more urban, pedestrian-oriented center is being considered.

- ***UNC Charlotte Address on Tryon*** - UNC Charlotte is expanding its campus as well as its Research Institute along North Tryon Street. This will place a significant student and employee population within walking distance of University Place and the proposed University City light rail station at J.W. Clay Boulevard and North Tryon Street.

- ***Northeast Light Rail Transit (LRT) Corridor*** - The Draft Environmental Impact Statement (DEIS) on the Northeast Corridor LRT and the corresponding Station Area Planning Concepts will be completed in 2007. Five of the proposed 14 stations are located within the MSD and will be major catalysts for transit-oriented development/redevelopment.

Threats to Address

- ***Current Land Development Regulations*** - The current zoning regulations and the adopted future land use (1996 Northeast District Plan) in the MSD are not supportive of transit-oriented development future.

VISION, GOALS AND PLAN RECOMMENDATIONS

VISION AND GOALS

University City will be transformed into a distinct and vibrant people-oriented place that is urban in scale and design. It will be energized by the highly successful Northeast Corridor Light Rail Transit line that will operate along the North Tryon Corridor and will be a popular and accessible destination for people of all ages, income levels and backgrounds, offering diverse and unique choices for living, shopping, working, learning and enjoying leisure time.

Achieving this vision will come about by:

Goal 1:
Promoting and designing the Northeast light rail corridor as a premier public space and gateway in University City;

Goal 2:
Identifying opportunities for and encouraging the development of lively, well designed transit station areas in which a variety of urban housing types, retail and employment uses and public open spaces are integrated to create distinct, compact and "walkable" communities;

Goal 3:
Encouraging development/redevelopment of areas at the edges of the MSD that is compatible with transit-supportive development, pedestrian-oriented and blends with adjacent uses;

Goal 4:
Improving connectivity throughout University City to reduce reliance on the major thoroughfares, accommodate transit riders, encourage walking and bicycling and better connect existing institutions with the rest of the community;

Goal 5:
Creating a network of public open spaces, parks and greenways to help define the public realm; and

Goal 6:
Supporting a healthy natural environment.

Overview

The Northeast light rail corridor will be a major driving force of change in University City. Five transit stations will be built along the road corridor in the MSD, with one of the stations located on the UNC Charlotte Campus. In addition, a sixth light rail station will be located near the intersection of Mallard Creek Church Road, just beyond the boundary of the MSD. The final LRT alignment and specific station area locations will not be determined until completion of the National Environmental Policy Act (NEPA) process.

This plan establishes transit station areas within a ½ mile walking distance of each of the transit stations, with the station serving as the heart of development activity. As shown on Map 8, all the station areas will straddle North Tryon Street, with the exception of the campus station, creating the opportunity to establish the corridor as a grand, pedestrian-oriented boulevard that will functionally and visually bridge both sides of the transit station areas along the corridor. Transit-supportive development accommodated by a variety of transportation services and other public facilities is recommended within the station areas in accordance with the Transit Station Area Principles included in the City's General Development Policies. These principles, which are summarized in Figure 5, focus on land use and development, mobility and community design. In accordance with these principles, the highest intensity, pedestrian-oriented development should occur in the areas closest to the transit stations.

The majority of land within the MSD is contained within the transit station areas and therefore, is the primary focus of this plan's recommendations. While not included within the official station area boundaries, the remaining edge areas of the MSD will be greatly influenced by development activity within the station areas. Recommendations for these edge areas complement and connect with those proposed for the station areas. UNC Charlotte is conducting a campus master plan that will provide specifics for the future expansion of the university and development of the campus transit station area.

The proposed land use and transportation network for the entire MSD is shown on Maps 9 and 10 and conceptually shown on Map 11. Specific land use, transportation and park and open space recommendations for each station area and the MSD edge areas follow.

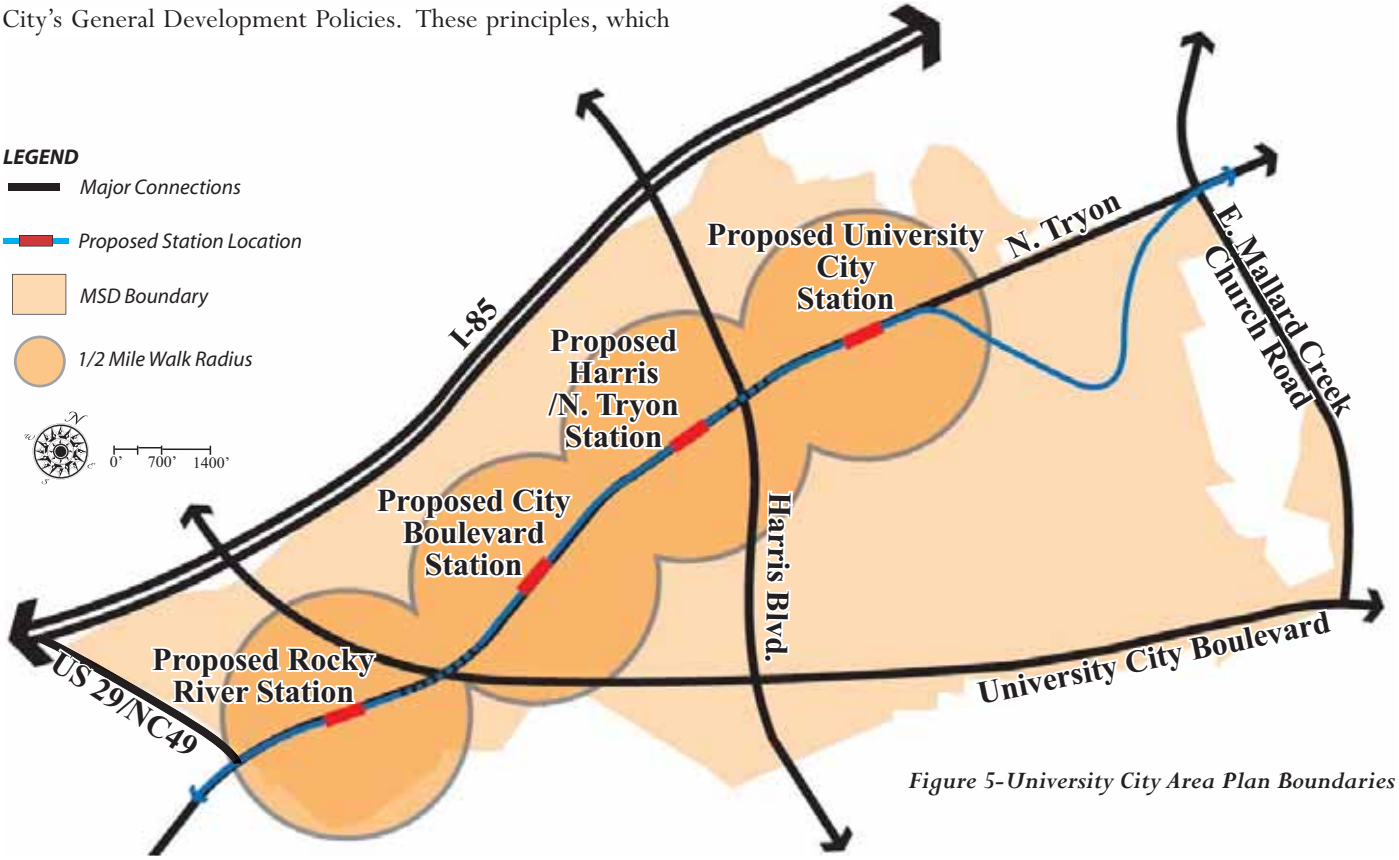
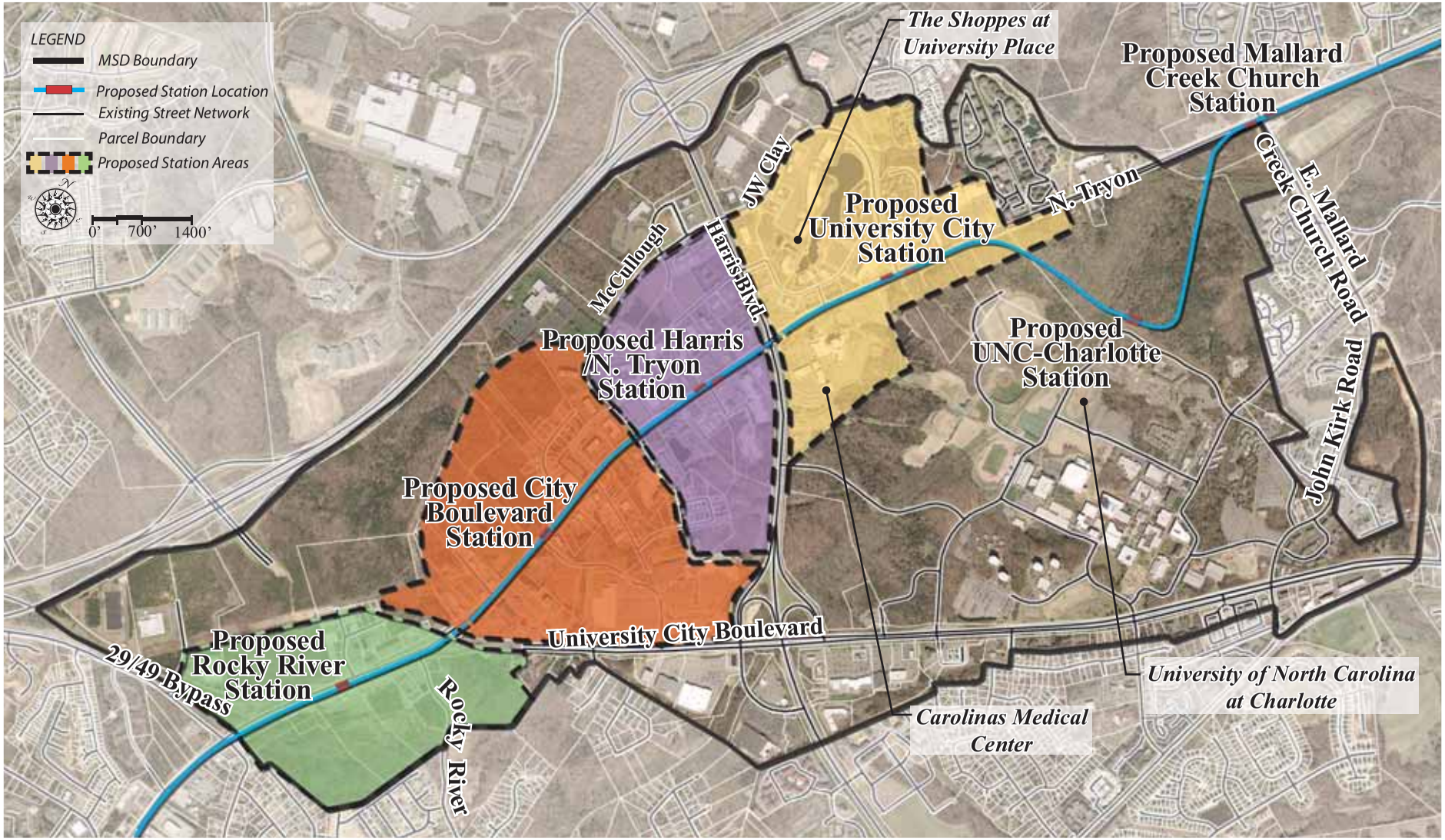


Figure 5-University City Area Plan Boundaries

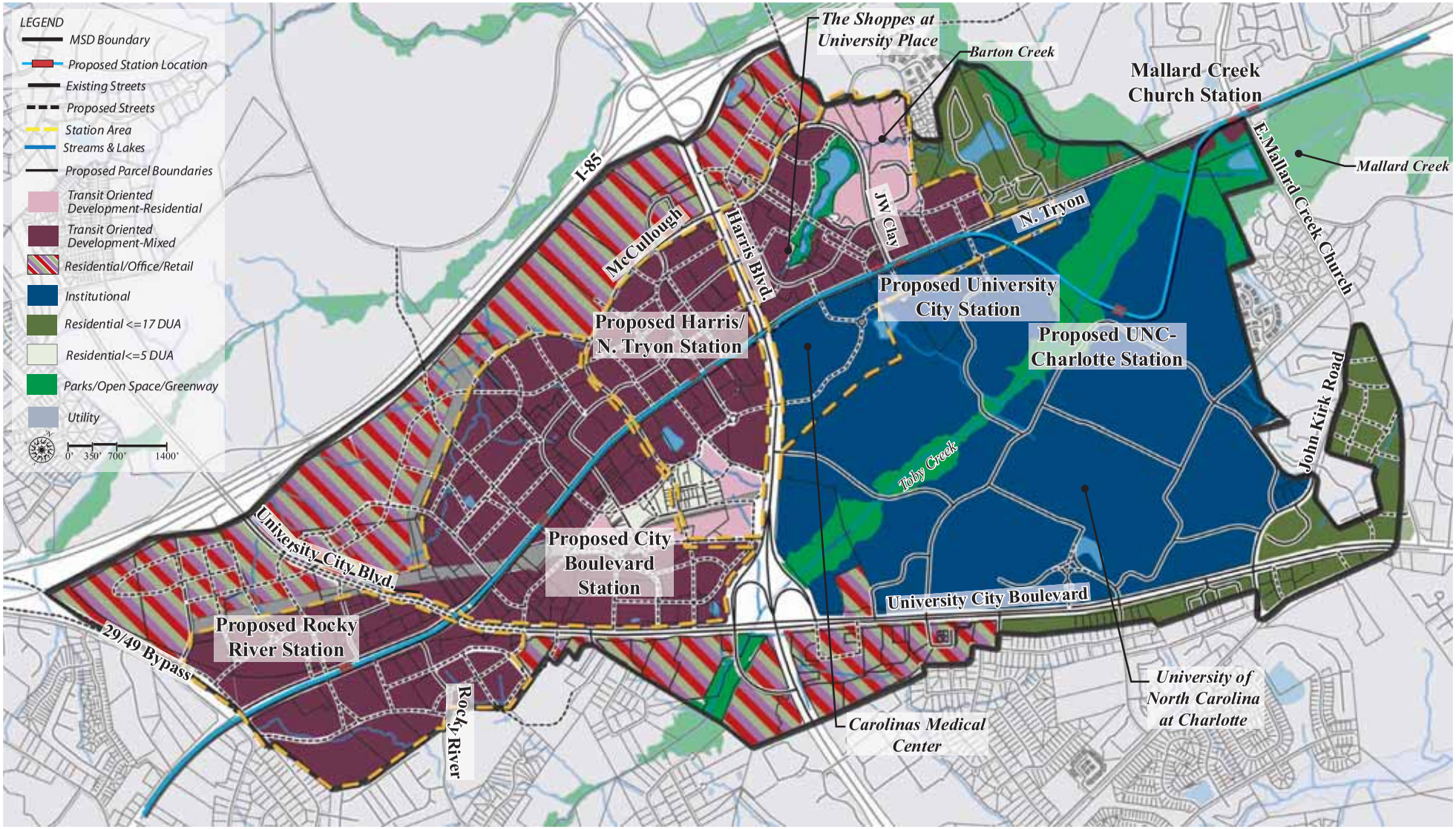
MAP #8-THE STUDY AREA AND STATION BOUNDARIES



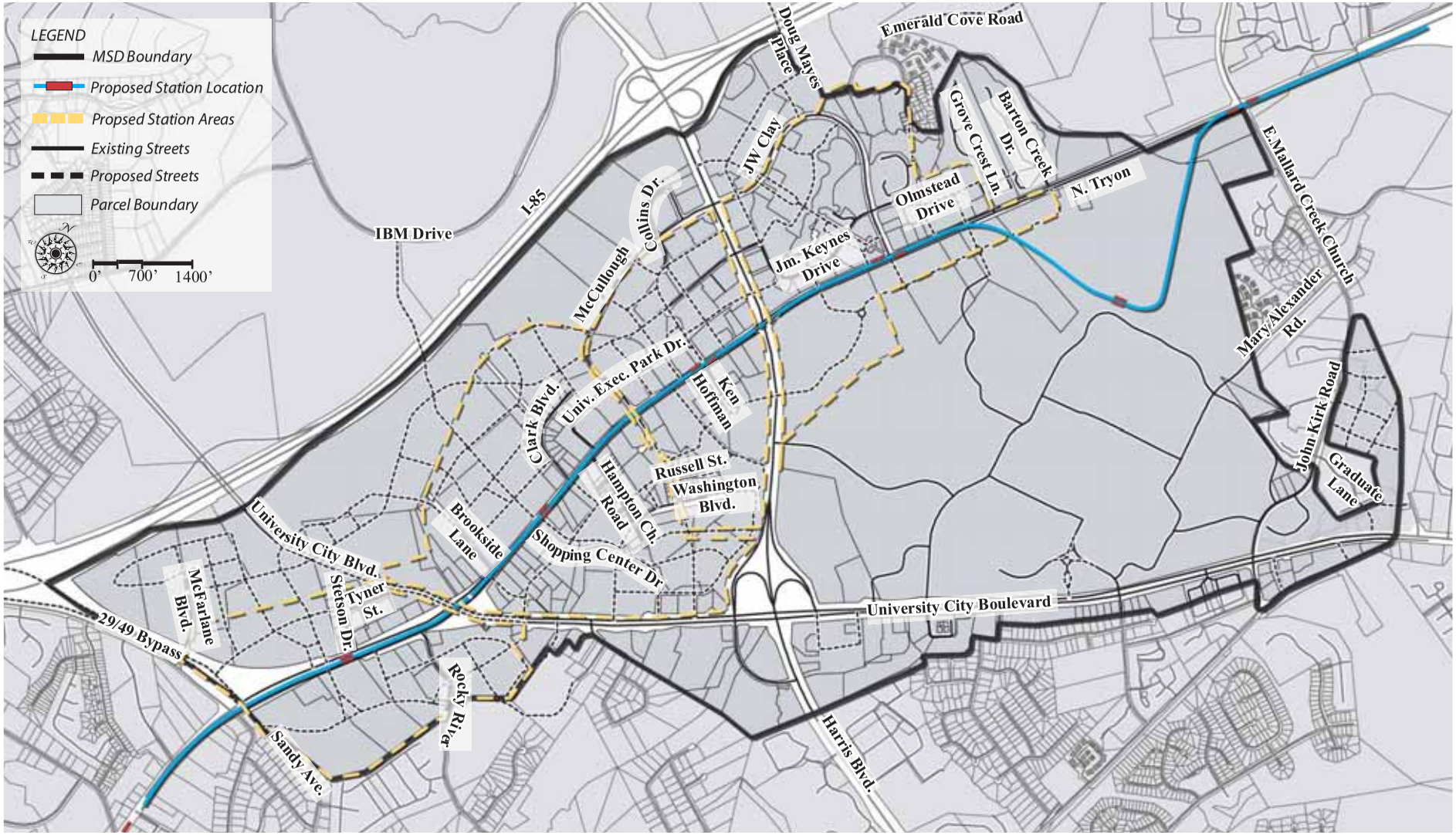
HOW TO READ A LAND USE MAP

Future Land Use Category	Example
Transit Oriented Development - Residential Parcels are shown in pink; uses could include high density residential that could also accommodate a limited amount of retail, institutional, civic, restaurant, service and small employment uses designed to encourage walking, bicycling and transit use.	
Transit Oriented Development - Mixed Parcels are shown in plum; uses could include higher intensity single uses or a blend of higher density residential, employment/office, civic, entertainment, and/or institutional; as well as a limited amount of retail uses designed to encourage walking, bicycling and transit use.	
Residential/ Office/Retail Parcels are shown in a green, purple and red stripe; uses include residential, office and retail. The plan will specify when one of these is appropriate as a single use or if a combination of uses is needed.	
Institutional Parcels are shown in blue; uses include churches, medical facilities, schools, and others.	
Residential <= 17 DUA Parcels are shown in dark green; uses include duplex, triplex, or quadraplex dwellings, apartments, condos or town homes at a density of up to 17 dwelling units per acre.	
Residential <= 5 DUA Parcels are shown in light green; uses include single family homes and duplexes at a density of up to 5 dwelling units per acre.	
Parks/ Open Space/ Greenway Parcels are shown in bright green; uses include public parks, flood plain areas, private green spaces within developments, and others.	

MAP #9-FUTURE LAND USE

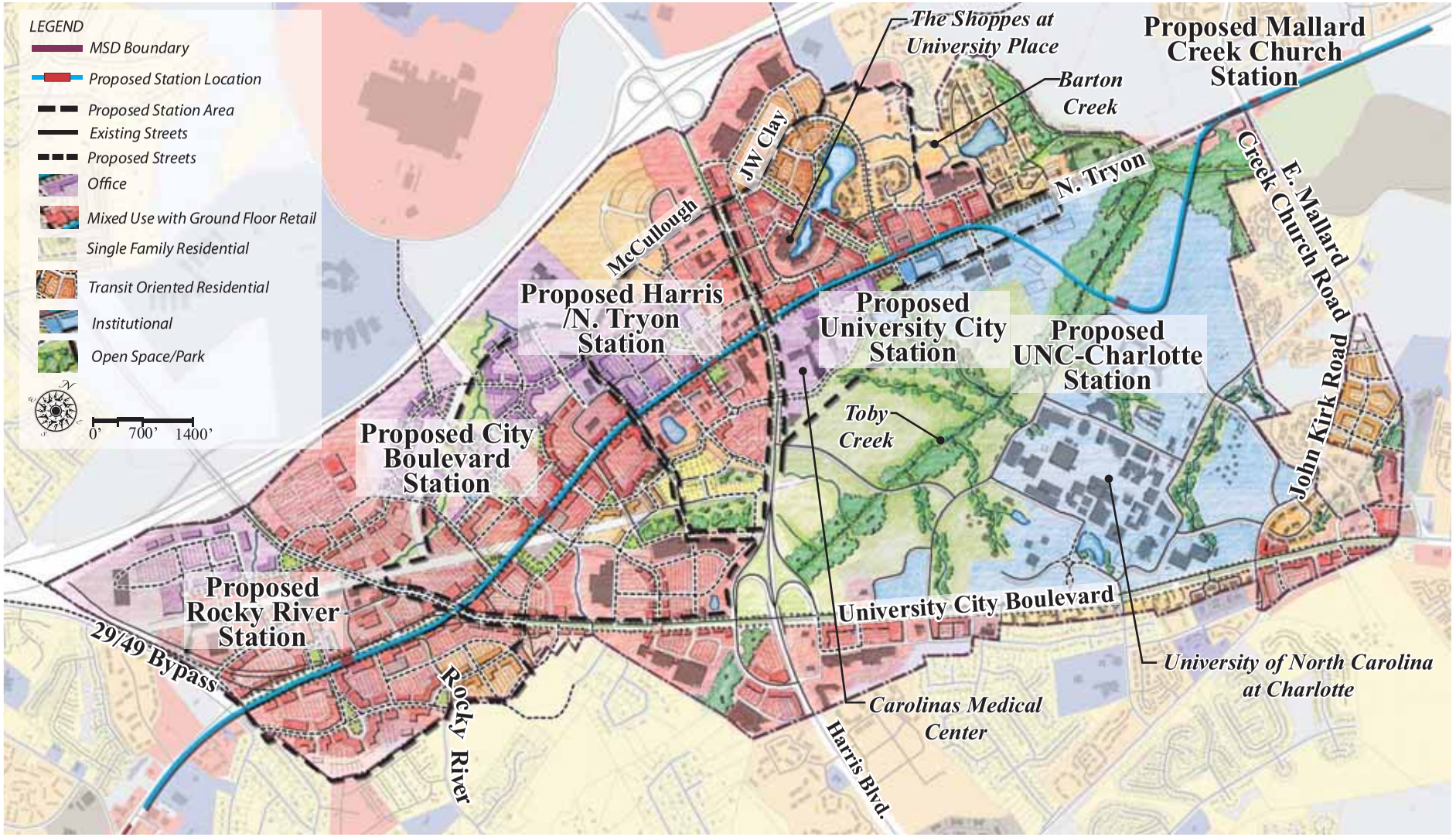


MAP #10- PROPOSED STREET NETWORK*



*This is a conceptual graphic representation of how the University City Area's street network could develop.

MAP #11- PUTTING IT ALL TOGETHER: A POTENTIAL DEVELOPMENT SCENARIO*



*This Illustrative is a conceptual graphic representation of how the University City Area could develop.

Figure 6: Summary of Transit Station Area Principles

The complete text of the Transit Station Area Principles was adopted by City Council in 2001 and can be found in the first chapter of the General Development Policies.

Land Use

- **Encourage highest density uses** (15-20/dua/ 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 recreation 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 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 streetscape elements such as trees, pedestrian lighting and benches to **encourage pedestrian activity**.
- **Place utilities under ground**, 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, bicyclists and vehicles.
- 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.

Rocky River Road Station Area

Highlights

- Locate the transit station on North Tryon Street midway between the proposed 29 Bypass and the proposed City Boulevard extension.
- Create a new street network in the station area, including a new internal street network that connects with the City Boulevard extension.
- Create a pedestrian-oriented "main street" adjacent to the transit station that extends east and west of North Tryon.
- Promote transit-supportive mixed uses throughout the station area and transit-supportive residential adjacent to existing single family neighborhoods off Rocky River Road.
- Locate a significant CATS park-and-ride station on the west side of North Tryon near the transit station.
- Provide access to Rocky River Road and existing neighborhoods to the south.

Land Use Recommendations

- ***West Side of North Tryon:*** Develop with transit-supportive mixed uses (employment, retail and residential). Higher intensity pedestrian-oriented office and/or residential uses with ground floor retail are proposed along this area's new "main street" and generally within ½ mile walking distance of the station. In addition, Charlotte Area Transit System (CATS) plans to locate an LRT station and park and ride lot/garage in this area. This station/garage should be well designed and integrated with surrounding uses.

- ***East Side of North Tryon:*** Develop with transit supportive mixed uses, with the highest intensity pedestrian-oriented uses with ground floor retail located along the main street and within ½ mile walking distance of the station, transitioning to predominantly residential uses next to the existing single family neighborhoods off Rocky River Road and the vacant residentially zoned land located closer to University City Boulevard.

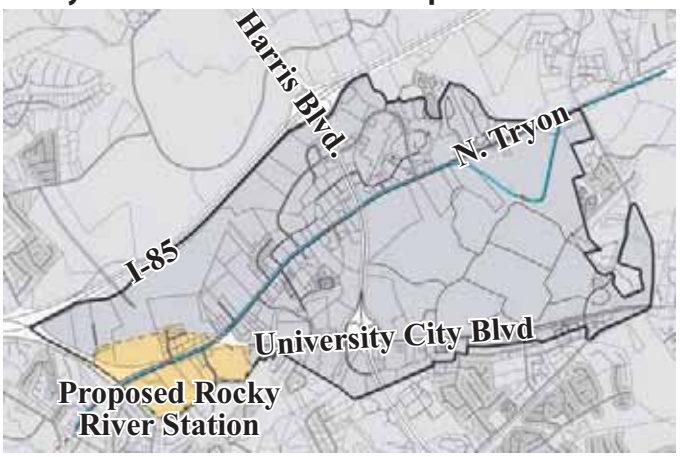
Transportation Recommendations

- Develop an **internal, interconnected network of local streets** to provide connectivity throughout this station area, including:
  - A **new street located adjacent to the transit station** that would extend on both sides of North Tryon Street and serve as the station area's retail and pedestrian "main street." It would connect with the proposed City Boulevard connection near I-85.
  - **Local streets running parallel to North Tryon** Street to connect the US 29/I-85 Bypass with the future City Boulevard extension.
  - A **number of local streets on the west and east sides of North Tryon Street** that provide internal connections within the station area and connections to adjacent station areas.
- Create **street blocks** that are no longer than 500 feet with a maximum block perimeter of 1,800 feet.

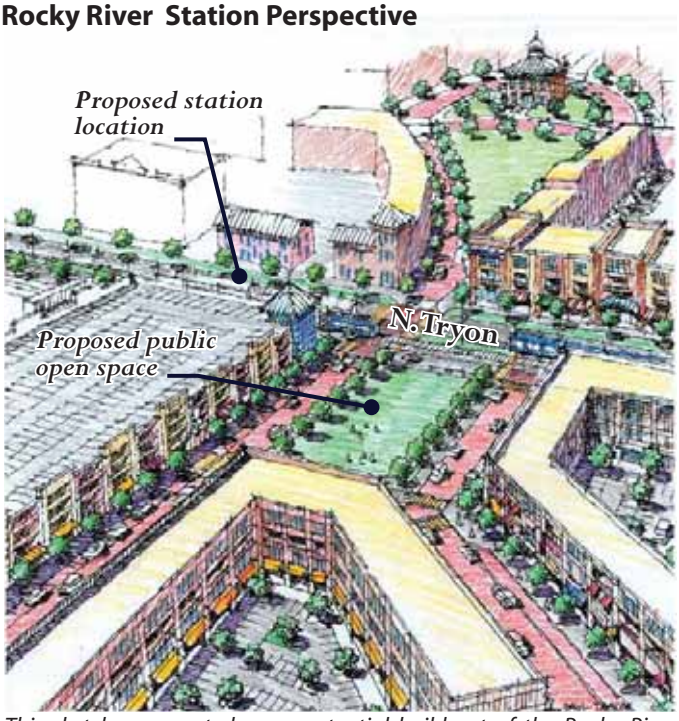
Parks/Open Space Recommendations

- **Create public/private open spaces or small urban parks** (1/2-5 acres) adjacent to the transit station, along the station area's "main street" and within the residential area along Rocky River Road.

Rocky River Station Location Map

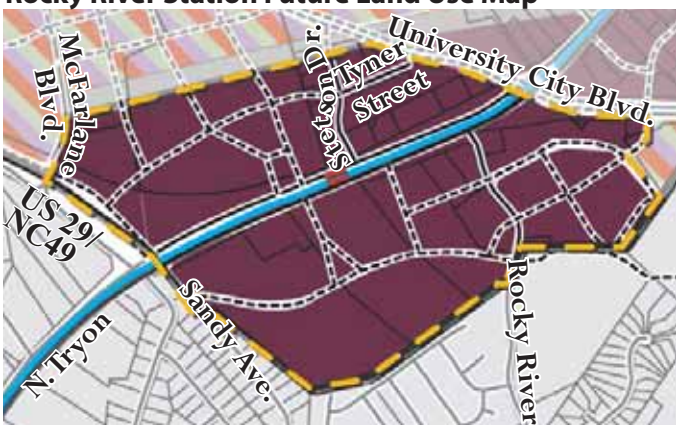


Rocky River Station Perspective



This sketch represents how a potential build-out of the Rocky River Station area could occur.

Rocky River Station Future Land Use Map



LEGEND

- Proposed Station Areas
- Proposed Station Location
- Existing Streets
- Proposed Streets
- Transit Oriented Development-Mixed

0’ 700’ 1400’

Rocky River Station Illustrative

LEGEND

- Proposed Station Areas
- Proposed Station Location
- New Streets
- Existing Streets
- Open Space/Park
- Mixed-use
- Transit Oriented Residential

0’ 700’ 1400’

City Boulevard Station Area

Highlights

- Locate the LRT station near Shopping Center Drive and North Tryon Street.
- Establish Shopping Center Drive as the station area's pedestrian-oriented main street and extend it west across I-85 to provide access to prime development sites on the west side of North Tryon and to create an alternative to Harris Boulevard.
- Promote transit supportive mixed-uses within ½ mile walking distance of the transit station on both sides of North Tryon. Transition to a more employment oriented mix along the western edge of the station area.
- Consider locating a district park east of North Tryon and establishing a new overland greenway on the western edge of the station area that will connect to the future Doby Creek greenway west of I-85.

Land Use Recommendations

- ***West Side of North Tryon:*** Develop/redevelop with transit-supportive mixed uses with employment uses an important component of the mix along the western edge of the station area. The highest intensity uses with ground-floor retail should develop along Shopping Center Drive, the station area's main street.
- ***East Side of North Tryon:*** Develop/redevelop with transit supportive mixed uses along North Tryon and City Boulevard, with the highest intensity uses and ground floor retail along Shopping Center Drive. The existing Hampton Park neighborhood should be preserved as residential up to 5 DUA; however, with full consensus of neighborhood property owners, the neighborhood should be considered for redevelopment to transit supportive residential. The area surrounding Hampton Park to the south and east should develop/redevelop with transit supportive residential uses.

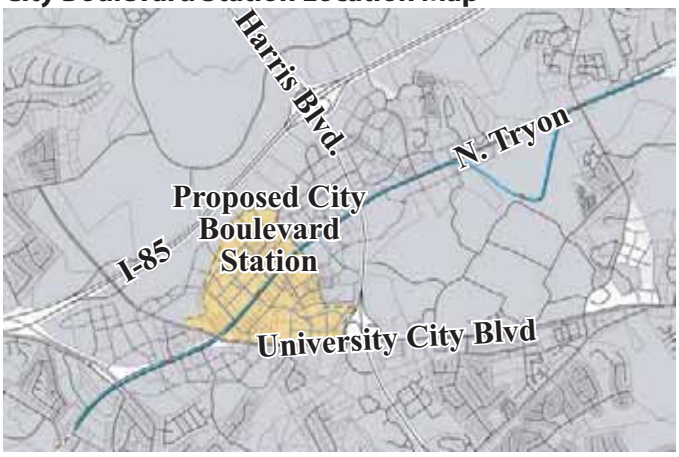
Transportation Recommendations

- Develop an internal, **interconnected network of local streets** to provide connectivity throughout this station area, including:
  - **The extension of Shopping Center Drive**, the station area's main street, on the west side of North Tryon. This street extension should continue west of the station area over I-85 to connect with IBM drive near the CMS campus, providing a much needed local alternative to Harris Boulevard.
  - **The extension of McCullough Drive** on the western edge of the station area to the future City Boulevard extension. McCullough Drive will provide an important alternative to North Tryon Street.
  - **A number of local roads on the west and east sides of North Tryon** that provide internal connections within the station area and connections to adjacent station areas.
- Create **street blocks** that are no longer than 500 feet with a maximum block perimeter of 1,800 feet.

Parks/Open Space Recommendations

- **Create public/private open spaces or small urban parks** (½-5 acres) adjacent to the transit station, along the station area's "main street" and in other appropriate locations in the station area.
- **Consider creating a district park**, or a portion of a district park, in this station area.
- **Consider establishing a new overland greenway along the western edge of the station area** that would go under I-85 and connect with the future Doby Creek Greenway that will run parallel to I-85 on the west side of the interstate.

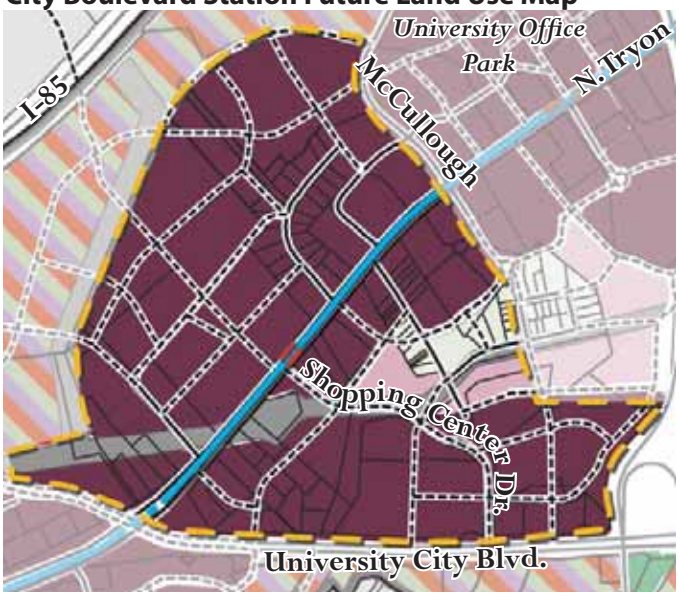
City Boulevard Station Location Map



City Boulevard Station Perspective

This sketch represents how a potential build-out of the City Boulevard Station area could occur.

City Boulevard Station Future Land Use Map



City Boulevard Station Illustrative

LEGEND

- *Proposed Station Areas*
- *Proposed Station Location*
- *Existing Streets*
- *Proposed Streets*
- *Transit Oriented Development-Residential*
- *Transit Oriented Development-Mixed*
- *Residential <= 5 DUA*
- *Utility*

0’ 700’ 1400’

LEGEND

- *Proposed Station Areas*
- *Proposed Station Location*
- *New Streets*
- *Existing Streets*
- *Open Space/Park*
- *Mixed-use*
- *Residential*
- *Transit Oriented Residential*
- *Office*

0’ 700’ 1400’

Harris/North Tryon Station Area

Highlights

- Locate the LRT Station at the intersection of Ken Hoffman Drive and North Tryon Street.
- Establish Ken Hoffman Drive as the station area's pedestrian-oriented main street, extending it west of North Tryon Street to University Executive Park Drive.
- Promote transit-supportive mixed use development along North Tryon Street on both sides of the station area transistioning to a more employment oriented mix along Ken Hoffman Drive on the west side of the station area.
- Consider creating a district park east of North Tryon Street.

Land Use Recommendations

- ***West Side of North Tryon:*** Develop/redevelop with transit supportive mixed uses with a concentration of pedestrian-oriented higher intensity employment uses an especially important component of the mix along Ken Hoffman Drive. Over time, existing suburban-scale office developments should be considered for redevelopment with higher intensity employment uses.

- ***East Side of North Tryon:*** Develop/redevelop with transit supportive mixed uses along North Tryon and Harris Boulevard. Highest intensity uses including ground-floor retail should occur along Ken Hoffman Drive and elsewhere within ½ mile walking distance of the transit station. The existing Hampton Park neighborhood should be preserved for residential development up to 5 DUA; however, with full consensus of neighborhood property owners, the neighborhood should be considered for redevelopment to transit supportive residential. The area surrounding Hampton Park to the north and east should develop/redevelop with transit supportive residential uses.

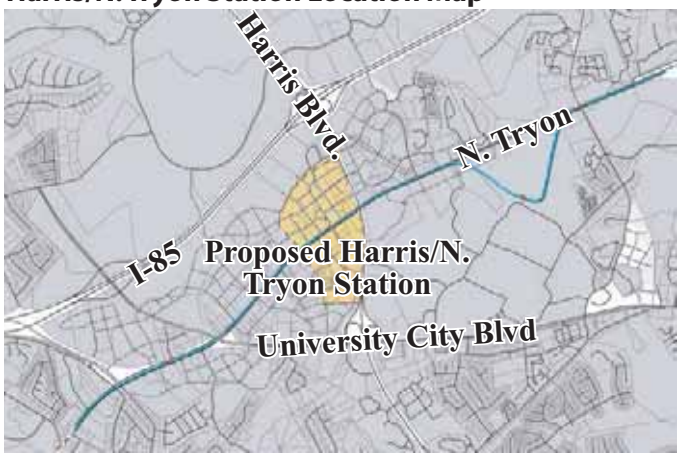
Transportation Recommendations

- Develop an **internal, interconnected network of local streets** to provide connectivity throughout this station area, including:
  - **The extension of Ken Hoffman Drive to Executive Park Drive** on the eastern side of the station area.
  - **A number of local streets on the west and east sides of North Tryon** that provide internal connections within the station area and connections to adjacent station areas.
- Create **street blocks** that are no longer than 500 feet with a maximum block perimeter of 1,800 feet.

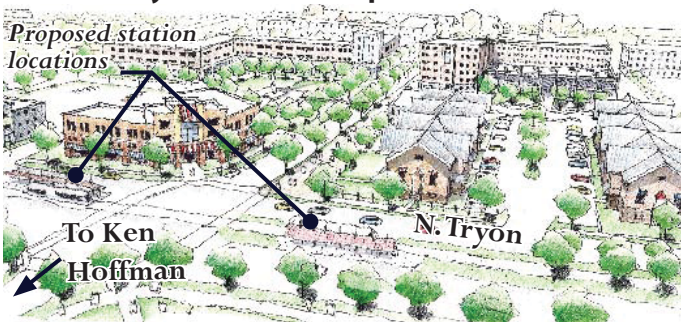
Parks/Open Space Recommendations

- **Create public/private open spaces or small urban parks** (1/2-5 acres) adjacent to the transit station, along the station area's "main street" and in other appropriate locations in the station area.
- **Consider creating a district park**, or a portion of a district park, in this station area.

Harris/N. Tryon Station Location Map



Harris/N. Tryon Station Perspective



This sketch represents how a potential build-out of the Harris/North Tryon Station area could occur.

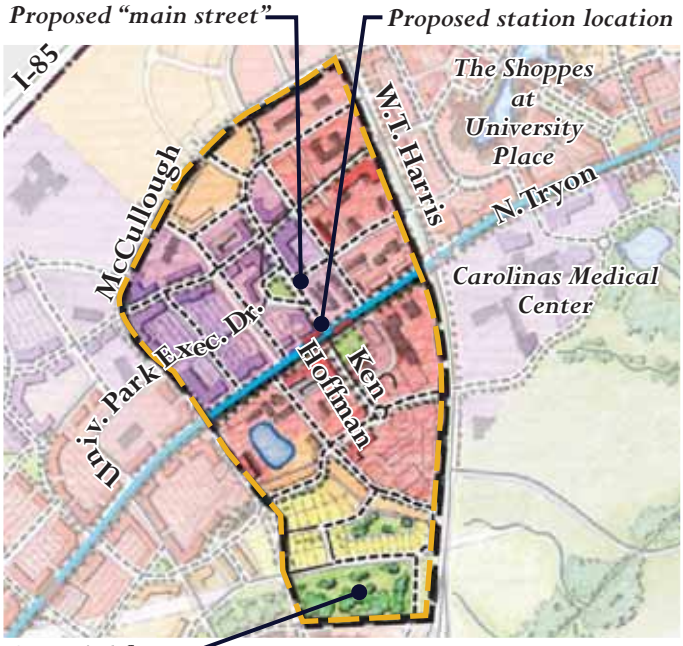
Harris/N. Tryon Station Future Land Use Map

LEGEND

- Proposed Station Areas
- Proposed Station Location
- Existing Streets
- Proposed Streets
- Transit Oriented Development-Residential
- Transit Oriented Development-Mixed
- Residential <= 5 DUA
- Utility

0’ 700’ 1400’

Harris/N. TryonStation Illustrative



LEGEND

- Proposed Station Areas
- Proposed Station Location
- New Streets
- Existing Streets
- Mixed-use
- Open Space/Park
- Transit Oriented Residential
- Single Family Residential
- Office

0’ 700’ 1400’

University City Station Area

Highlights

- Locate the LRT Station at the intersection of J.W. Clay Blvd. and North Tryon Street.
- Establish J.W. Clay as the station area's main street, extending the road to the east side of North Tryon. Attractive urban "entrance parks" should be developed on the east and west sides of the intersection of J.W. Clay and North Tryon.
- Promote mixed use development with a concentration of pedestrian-oriented uses with ground floor retail west of North Tryon and expansion/intensification of institutional uses east of North Tryon.
- Connect J.W. Clay to the hospital loop road and create a signalized intersection with Harris Boulevard.
- Relocate the library to the west side of J.W. Clay. (A land swap with the hospital would be required.)
- Create an interconnected street network through University Place to enhance connectivity, encourage infill development and elevate University Places' role as University City's Town Center.

Land Use Recommendations

- ***West Side of North Tryon:*** Redevelop or redesign a portion of University Place and other properties fronting on North Tryon to encourage more intensive infill development that includes a mix of pedestrian-oriented uses. Such development should include residential units with ground-floor retail; office uses should also be considered. Over time, consideration should also be given to redeveloping some of the existing multi-family housing along J.W. Clay Boulevard with higher density transit-supportive housing (minimum of 20 dwelling units per acre.)
- ***East Side of North Tryon:*** Institutional uses should remain here with expansion of the hospital and pedestrian-oriented intensification of the Charlotte Research Institute Campus focused on the transit station and the extension of J.W. Clay. Strong consideration should be given to relocating the library to the J.W. Clay extension adjacent to the University City Station area where it would be more accessible to pedestrians and better integrated with other uses.

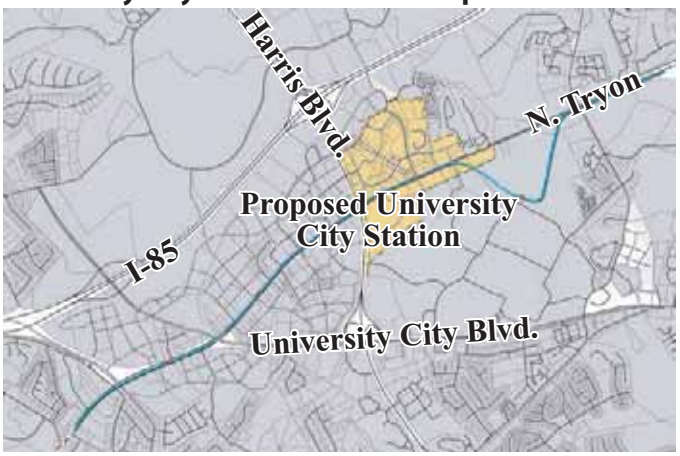
Transportation Recommendations

- Develop an **internal, interconnected network of local streets** to provide connectivity throughout this station area, including:
  - **The extension of J.W. Clay Boulevard across North Tryon** where it would connect to a new loop road that crosses the hospital property and intersects with Harris Boulevard at a signalized intersection.
  - The **extension of Doug Mayes Place west over I-85 to Louis Rose Place**
- Create **street blocks** that are no longer than 500 feet with a maximum block perimeter of 1,800 feet.

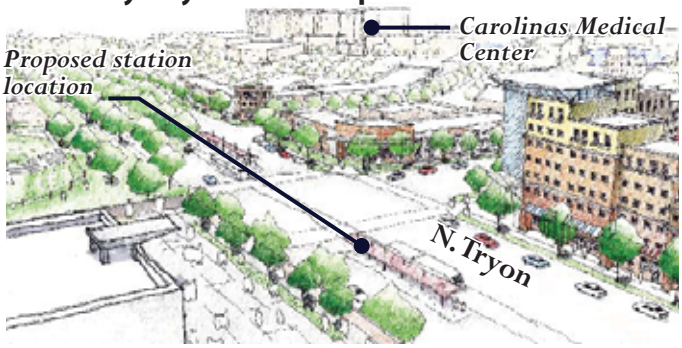
Parks/Open Space Recommendations

- **Establish "entrance parks" on both sides of the J.W.Clay/North Tryon intersection** to serve as an attractive focal point at this major pedestrian crossing. This is an ideal location for public art that would help showcase the entrances to the campus and to University Place.
- **Provide a connection from the Toby Creek Greenway on the UNC Charlotte campus to North Tryon** along the proposed J.W. Clay extension on the east side of North Tryon.
- **Create a greenway along Barton Creek** on the west side of North Tryon that will become an overland connector at J.W. Clay Blvd, cross North Tryon Street and connect to the fitness trails at UNCC and ultimately Toby Creek Greenway.

University City Station Location Map

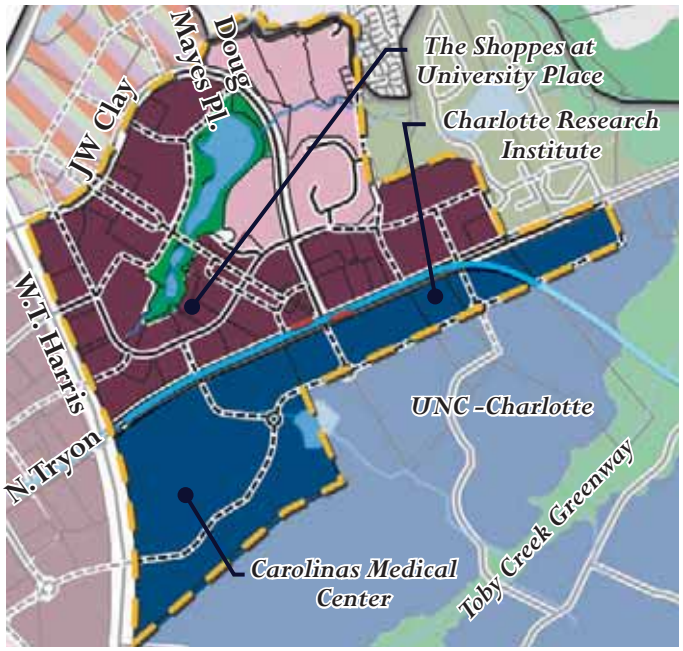


University City Station Perspective



This sketch represents how a potential build-out of the UNC-Charlotte Station area could occur.

University City Station Future Land Use Map

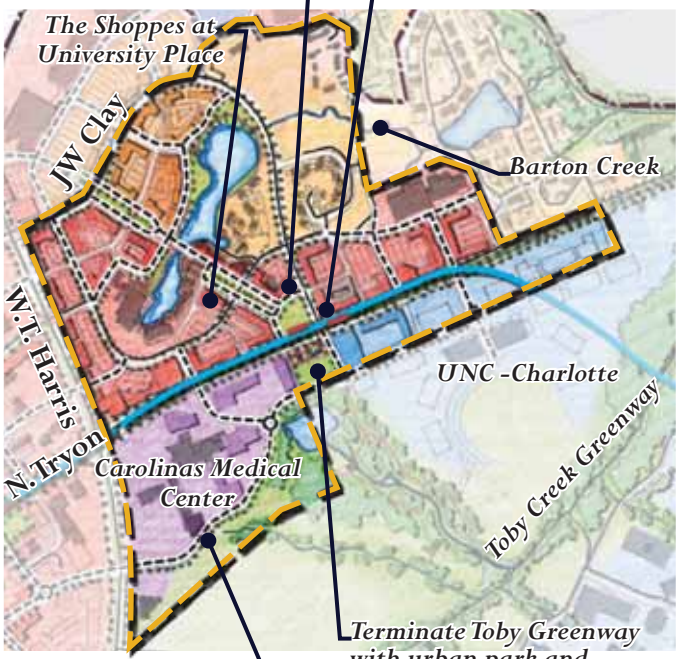


LEGEND

- Proposed Station Areas
- Proposed Station Location
- Streams and Lakes
- Existing Streets
- Proposed Streets
- Transit Supportive Oriented-Residential
- Transit Supportive Oriented-Mixed
- Institutional
- Parks/Open Space/Greenway

0’ 700’ 1400’

University City Station Illustrative



LEGEND

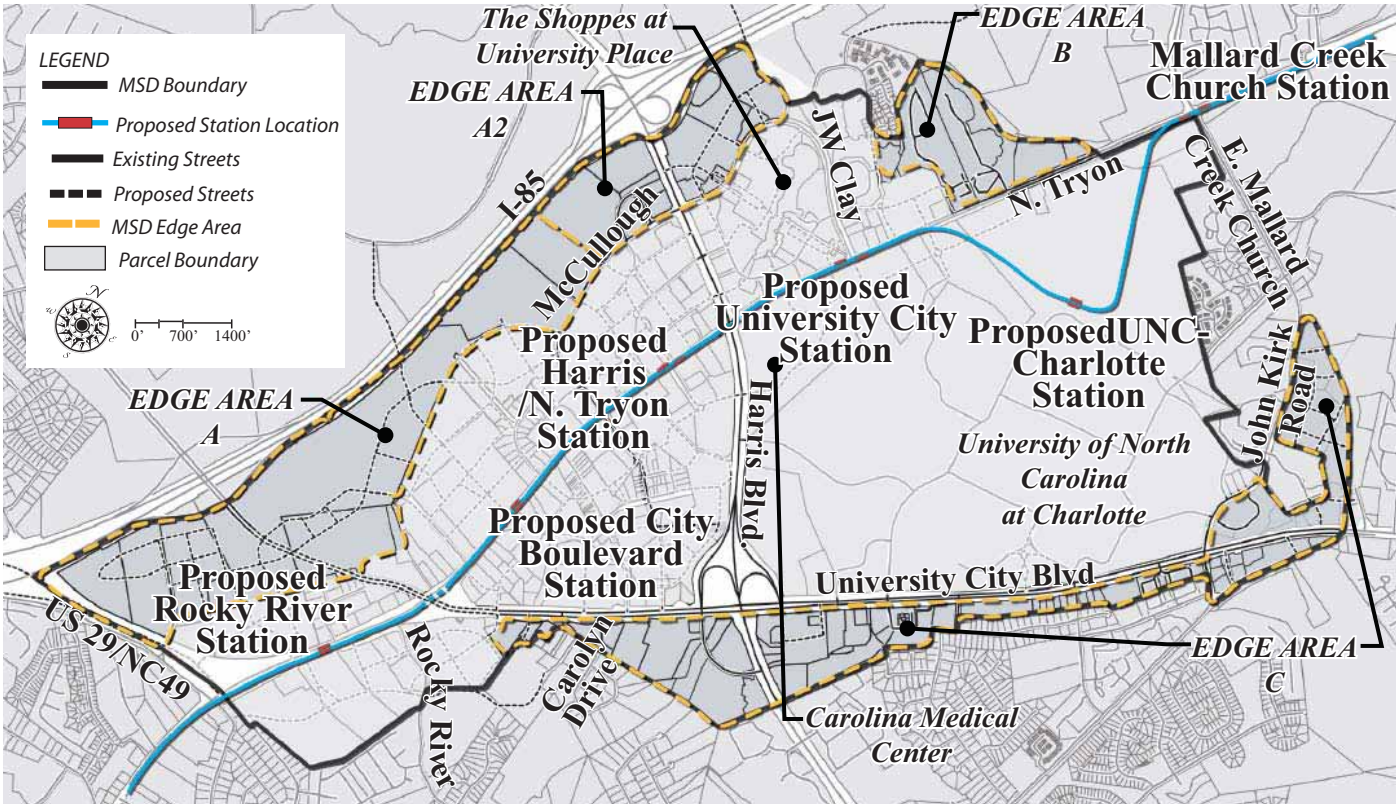
- Proposed Station Areas
- Proposed Station Location
- New Streets
- Existing Streets
- Open Space/Park
- Retail/Commercial
- Residential
- Institutional
- Office

0’ 700’ 1400’

MSD EDGE AREA RECOMMENDATIONS

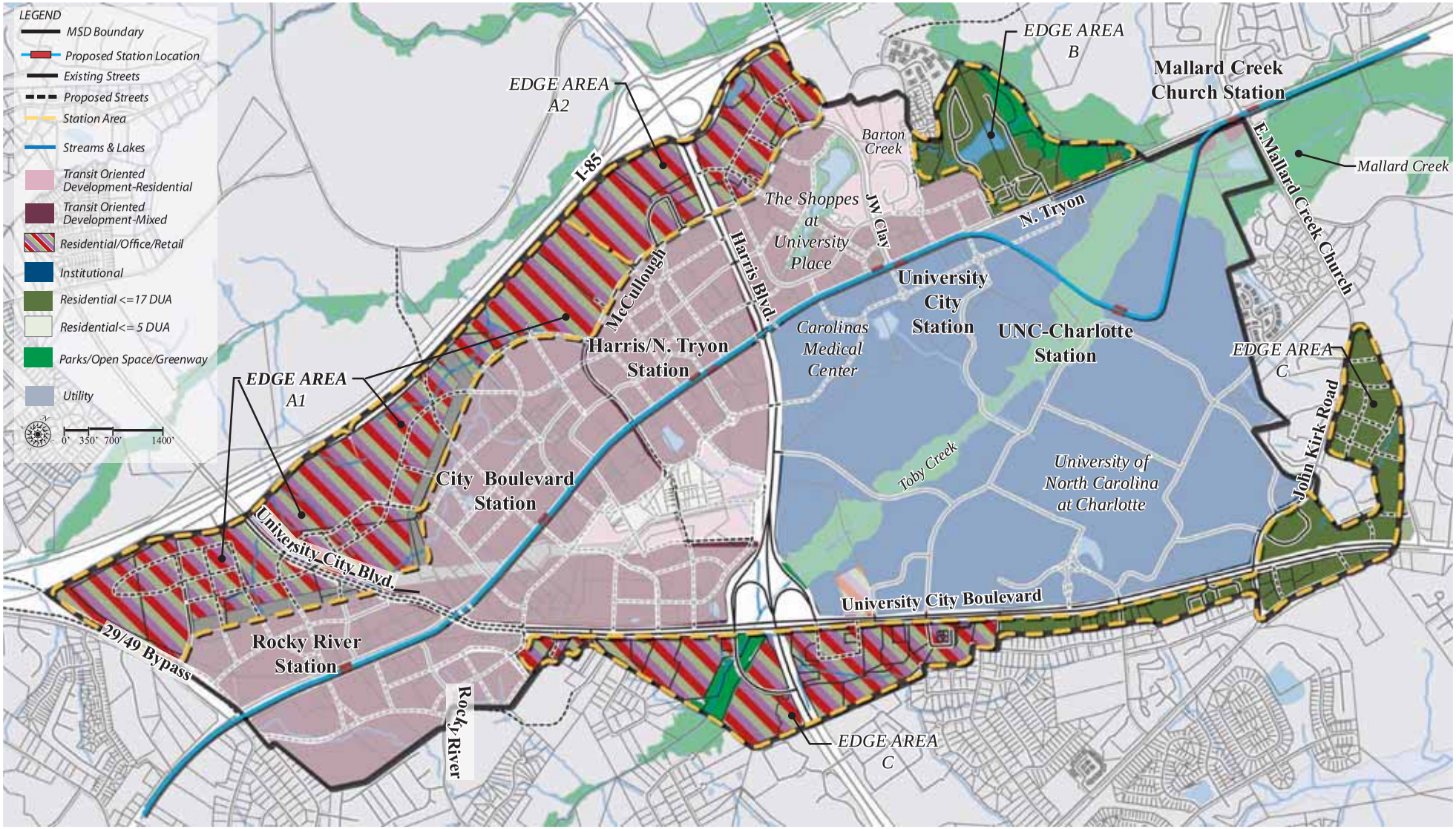
Development along the edges of the University City MSD should complement and connect well with the transit-supportive development planned for the station areas. These edge areas are delineated on Maps 12 and 13 and include:

- ***Area A-1 and A-2:*** The I-85 frontage area, which extends along the entire western boundary of the MSD and is adjacent to the four station areas;
- ***Area B:*** Residential area on the west side of North Tryon Street between the northern boundary of the University City Transit Station Area and Mallard Creek.
- ***Area C:*** The City Boulevard edge, which includes the properties on the south side of City Boulevard extending from near Carolyn Drive to East Mallard Creek Church Road and several properties along the south side of East Mallard Creek Church Road;



Map 12 - MSD Edge Areas

MAP #13- MSD EDGE AREAS-FUTURE LAND USE



I-85 Frontage Area (Area A1 & A2)

Highlights

- This area borders the LRT station areas along North Tryon and Interstate 85. The development pattern for this area will be influenced by both Interstate 85 and light rail transit.
- Although outside the boundaries of the station areas, development in this edge area should be designed to accommodate pedestrians from the area who will be accessing the station area.
- Numerous connections to North Tryon are encouraged. Key connections will include City Boulevard extension, and the Shopping Center Drive and Doug Mayes Place extensions west over I-85.
- Development along I-85 shall provide a 100-foot undisturbed buffer from the interstate.

A-1 Land Use Recommendations

Because of its ***high visibility along I-85*** and proposed new points of access via City Boulevard and the McCullough Drive extension, this area is appropriate for "interchange-oriented" retail uses and/or office and residential uses. This includes the ~420,000 square feet of retail approved for the IKEA and its outparcels and up to 295,000 square feet of additional retail uses. The maximum ground floor square footage of a single retail use (of this 295,000 square feet) is 90,000 square feet.

An additional 105,000 square feet of retail is appropriate, which can be built at any time, provided that the following design guidelines are satisfied:

- The additional square footage must be composed of buildings fronting on IKEA Boulevard. These buildings shall contain non-opaque doors and windows along elevations that face these streets. Articulated facades and other specially designed architectural elements should be used to avoid expanses of solid and/or blank walls.
- Pedestrian connectivity should be emphasized.
- Public building entrances should connect directly to a sidewalk along a public street or to a private street/drive or to an open space.
- The maximum ground floor square footage of a single retail use (of this additional retail) is 25,000 square feet.
- A 30 foot build-to-line must be established for these buildings with the 30 feet being measured from the back of curb.
- Drive thru window uses limited to one non-retail use. The drive thru isle and window must be located to the rear of the building.

Site design should help to create a transition to the ***pedestrian-friendly environments*** of the nearby transit stations. Staff would consider additional retail square footage (in addition to the 105,000 square feet) if uses are vertically mixed, the transportation network is further enhanced, transportation impacts are addressed and the overall project creates a "park once" environment.

A-2 Land Use Recommendations

- This area is appropriate for a mixture of office, residential and mixed-retail uses. The existing shopping center (University Place II) is suburban in scale and form. Over time, the area should redevelop or be redesigned to allow for a more intense mix of retail; office and moderate intensity housing (up to 17 dua) that is more integrated and creates a "park once" environment.

Area North of University City Transit Station (Area B)

Highlights

- This area borders the LRT station areas along North Tryon Street and the Mallard Creek Greenway.
- The area is influenced by its proximity to the greenway, proposed transit stations and the existing development pattern. Existing moderate density residential development over time should be redesigned or redeveloped to accommodate pedestrians accessing these properties from light rail stations along North Tryon Street.
- Additional connections to University Place and North Tryon Street are encouraged including a new north/south road connecting this area to Mallard Creek Church Road.

Land Use Recommendations

- Predominately residential development (up to 17 DUA), with some smaller-scale retail and/or office development at the northern edge, reflecting the existing land use, is appropriate for this area. However, redevelopment to better integrate uses through pedestrian connections should be considered in the long-term.

City Boulevard/East Mallard Creek Church Road Edge Area (Area C)

Highlights

- This area borders the transit station areas located across City Boulevard. Development in this area will be influenced by both City Boulevard and light rail transit along North Tryon Street.
- Numerous connections to North Tryon Street are encouraged.

Land Use Recommendations

- *Existing Commercial Area on Southeast Side of City Boulevard:* Over time, this currently zoned and developed commercial area should redevelop with an integrated mix of retail, office and moderate density residential (up to 17 DUA) that connects with and transitions well with surrounding residential development.
- *Existing Residential Frontage Properties Across From/Adjacent to UNC Charlotte:* Residential development (up to 17 DUA) should seek reinvestment and remain in this area.
- *Residential Area Between East Mallard Creek Church Road and John Kirk Drive:* Residential development (up to 17 DUA) should remain in this area.

Transportation/Streetscape Design

Establishing North Tryon as a light rail transit corridor will greatly enhance mobility into and throughout University City as well as provide tremendous opportunities for more urban scale development and redevelopment in the district. The preliminary alignment of the dual tract LRT and locations of transit station locations for the Northeast Corridor were approved by the MTC in 2006 as part of the 2030 Corridor System Plan in 2006; this included plans for the approximate three-mile stretch that traverses University City. Refinement of the LRT alignment and station locations will take place over the next several years as the detailed design work for the corridor is completed. Construction of the Northeast LRT is scheduled for completion in 2013.

As part of the design and construction of the LRT along North Tryon Street, major improvements to North Tryon Street will be considered, not only to accommodate the LRT and transit stations, but to serve as the "spine" of the transit-supportive, urban environment envisioned for much of University City. Providing easy access via foot, bicycle, transit and/or motor vehicles is essential for the successful implementation of the urban land use and transportation vision for the district. Such access must be provided throughout the district, not just along North Tryon Street. It will rely on the creation of a new local street network that will provide greater connectivity throughout University City and much needed alternatives to North Tryon, City Boulevard and Harris Boulevard where congestion is already heavy. As proposed, the transportation network shown on Map 10 will consist of existing and future streets designed as part of an urban block system, particularly within transit station areas.

Creating attractive and functional streetscapes that connect the transportation system to the surrounding land uses will also be vitally important. The following are recommendations for future street cross-sections, streetscape development standards and infrastructure improvements to help define the function and visual appeal of the MSD's proposed streets network. While the street cross-sections define the future character of streets from the face of building to face of building. The streetscape development standards specifially define the character and width of the area behind the curbs, between buildings and the existing or future curb line, including accommodations for sidewalks and landscaping. When this area plan is approved, the streetscape development standards specified herein will become the official streetscape plan for University City. Therefore, all new development on sites with urban zoning districts, such as MUDD, TOD, TS, PED, NS must be designed in accordance with these standards.

Street Cross -Sections

Based on the City's Urban Street Design Guidelines (pending adoption), the future cross-sections for all streets located within the University City station areas have been determined including:

1) the required building setbacks,

2) streetscape, sidewalk and street tree requirements and

3) the future character of the streets regarding the number of lanes, bicycle, pedestrian and transit accommodations and provisions for on-street parking.

Cross-sections are designed to accommodate all future roadway users, including motorists, pedestrians and bicyclists.

Figure 7: Street Cross Sections for University City MSD

Street Type	Description/Function	Existing Streets in University City Future Road Network
Main Streets	"Destination" streets that provide access to and function as centers of civic, social and commercial activity. Development along main streets is dense and focused toward the pedestrian realm.	• Shopping Center Drive • Ken Hoffman Drive
Avenues	The most common (non-local) street providing access from neighborhoods to commercial areas. Designed to provide a balance of service for all modes of transportation, including accessibility for transit, pedestrians and bicyclists in addition to carrying significant automobile traffic.	• McCullough Drive • JW Clay Boulevard • Shopping Center Drive • Jm. Keyes Drive • North Tryon
Parkways	The most auto-oriented of the street types primarily designed to move motor vehicles efficiently from one part of the larger metropolitan area to another and to provide access to major destinations.	• Harris Boulevard • City Boulevard extension • University City Boulevard
Local Streets	Provide access to residential, industrial, commercial or mixed-use districts. The majority of Charlotte's streets are classified as local streets and are typically built through the land development process.	• Rocky River Road • Russell Street • Washington Boulevard • Barton Creek Drive • Hampton Church Road • Grove Lake Drive • Clark Drive • Graduate Lane • Tyner Street • Stetson Drive • Olmstead Drive • University Executive Park Dr.

Streetscape Development Standards

Streetscape Development Standards address the required building setbacks, sidewalk widths and street-tree plantings required for new developments and existing development where major changes take place in all areas zoned TOD (Transit-Oriented Development), MUDD (Mixed Use Development), NS (Neighborhood Services) or any other zoning district that refers to "an adopted streetscape plan" or "station area plan". These standards, also apply in areas where the TS (Transit-Supportive) Overlay or PED (Pedestrian) Overlay Districts have been officially designated. They are designed to complement the proposed land uses for each street and the function of the adjacent street as defined by the Urban Street Design Guidelines.

Figure 7 provides a brief description of the street type, the proposed width for each street and the classification of existing streets in the MSD. Map 14 shows the different street types proposed as part of the University City's proposed future street network and Figures 8-17 illustrates the various proposed street types within the MSD.

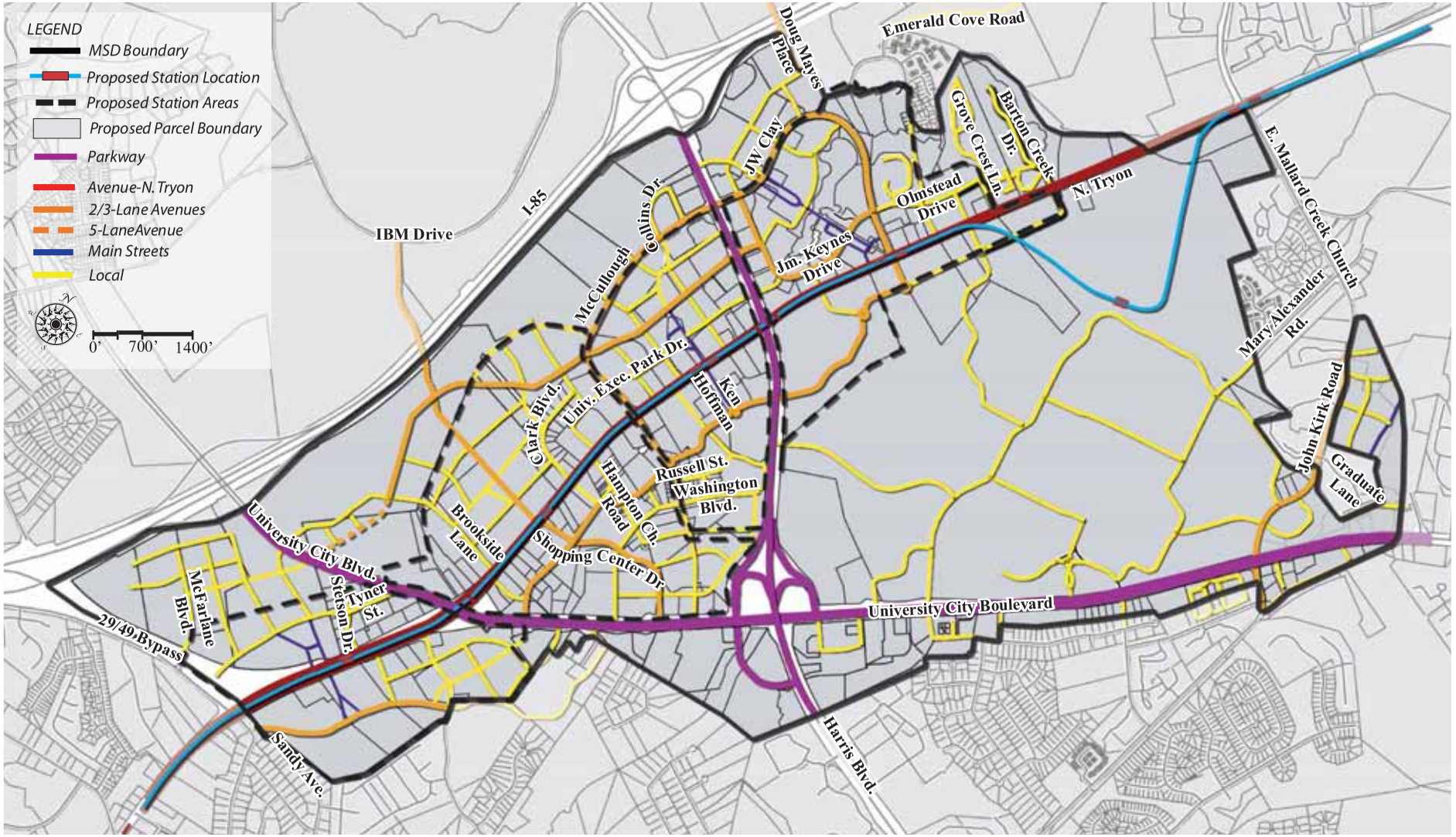
Figure 8: Streetscape Development Standards

Street Type	Minimum Building Setback From Back-of-Curb (future)	Sidewalk Width	Planting Strip
Main Streets	20'-0"	12'-0"	8'-0" Amenity Zone (street trees with tree grate)
Avenues	16'-0"	8'-0"	8'-0"
N. Tryon Street	24'-0"	8'-0"	10'-0"
Parkways	32'-0"	5'-0" to 10'-0"	15'-0"
Local Streets	24'-0"	8'-0"	8'-0"

The above standards are illustrated for each street type in the following cross-sections.

Development along I-85 shall provide a 100-foot undisturbed buffer from the interstate.

MAP #14-NEW STREET NETWORK CLASSIFICATIONS*



*This is a conceptual graphic representation of how the University City Area's street network could develop.

PROPOSED STREET CROSS-SECTIONS

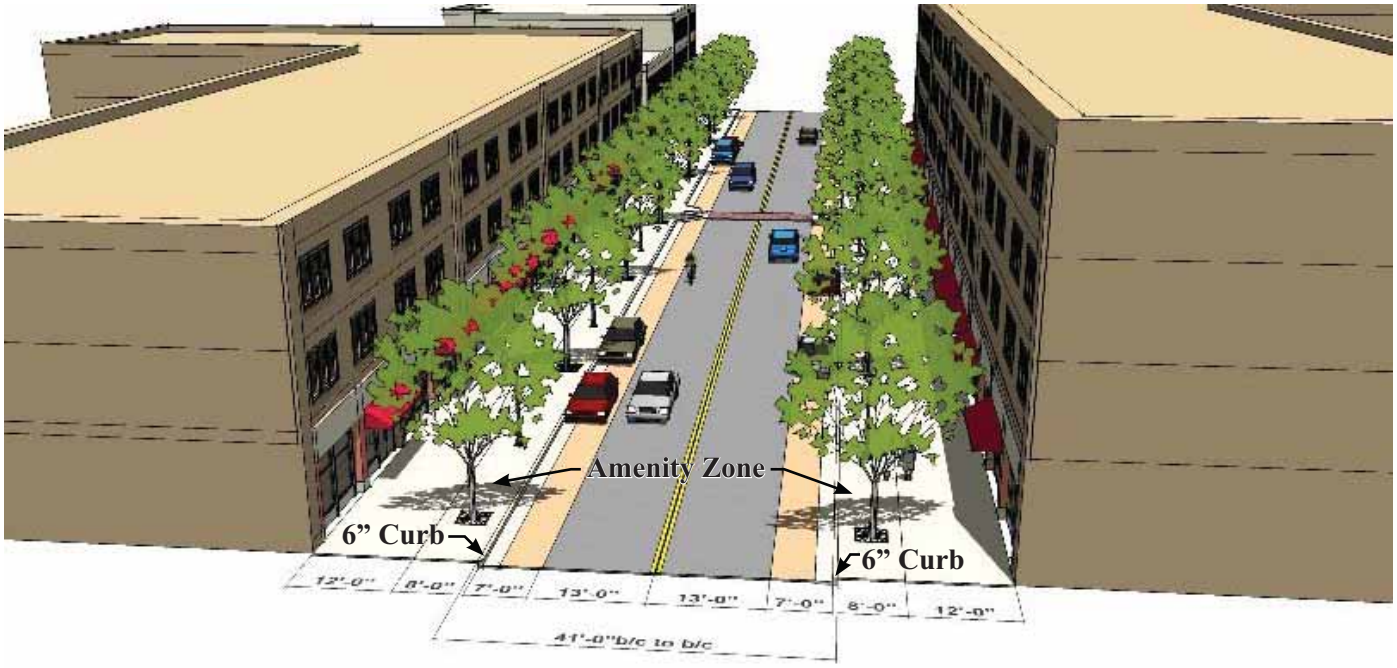
Figure 9: Main Street

Proposed Streetscape Details

Width: 41′-0″ back-of-curb to back-of-curb.

Cross Section: One vehicle lane in each direction with on-street parking, curb and gutter on both sides, 8′-0″amenity zone with curbed planter on both sides, and 12′-0″ sidewalk on both sides. Buildings should be set back a maximum of 20′-0″ from back-of-curb.

Land Uses: Ground floor retail is encouraged along Main Streets.



	MAIN STREETS	AVENUES				PARKWAY	LOCAL-RESIDENTIAL	LOCAL-COMMERCIAL
Number of Lanes	2	2	3	5	Tryon	C.B/U.C.B/Harris	2	2
Width of Lanes	13'-0"	11'-0"	11'-0"	11'0"	11'-0"	Varies	10'-0"	13'-0"
Bike Lane	No	6'-0"	6'-0"	6'-0"	6'-0"	No	No	No
Sidewalk	12'-0"	8'-0"	8'-0"	8'-0"	8'-0"	5'-0"-10'-0"	8'-0"	8'-0"
Planting Strip	8'-0"	8'-0"	8'-0"	8'-0"	10'-0"	15'-0"	8'-0"	8'-0"
On-street Parking (from face of curb)	7'-0"	7'-0"	7'-0"	7'-0"	No	No	7'-0"	7'-0"
Curb & Gutter	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"
Median	No	No	Optional	Yes	Yes	Yes	No	No
Width of Median	No	No	16'-0"	16'-0"	58'-0" (LRT)	Varies	No	No

PROPOSED STREET CROSS-SECTIONS

Figure 10: Avenues- 2/3 Lanes

Proposed Streetscape Details

Width: 65'-0" back-of-curb to back-of-curb (with median). 49'-0" back-of-curb to back-of-curb without median.

Cross Section: One vehicle lane in each direction with option for designated left turn lane or 16'-0" median. Curb and gutter on both sides of the street, on-street parking, 8'-0" planting strip required on both sides unless along retail edge (8'-0" additional setback with curbed planters), 8'-0" sidewalk on both sides, designated bike lanes on both sides.

Land Uses: A mixture of residential (medium-intensity), retail and office uses are encouraged for this cross-section.

Note: Median is optional

	MAIN STREETS	AVENUES				PARKWAY	LOCAL-RESIDENTIAL	LOCAL-COMMERCIAL
Number of Lanes	2	2	3	5	Tryon	C.B/U.C.B/Harris	2	2
Width of Lanes	13'-0"	11'-0"	11'-0"	11'0"	11'-0"	Varies	10'-0"	13'-0"
Bike Lane	No	6'-0"	6'-0"	6'-0"	6'-0"	No	No	No
Sidewalk	12'-0"	8'-0"	8'-0"	8'-0"	8'-0"	5'-0"-10'-0"	8'-0"	8'-0"
Planting Strip	8'-0"	8'-0"	8'-0"	8'-0"	10'-0"	15'-0"	8'-0"	8'-0"
On-street Parking (from face of curb)	7'-0"	7'-0"	7'-0"	7'-0"	No	No	7'-0"	7'-0"
Curb & Gutter	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"
Median	No	No	Optional	Yes	Yes	Yes	No	No
Width of Median	No	No	16'-0"	16'-0"	58'-0" (LRT)	Varies	No	No

PROPOSED STREET CROSS-SECTIONS

Figure 11: Avenues-5 Lanes

Proposed Streetscape Details

Width: 87'-0" back-of-curb to back-of-curb.

Cross Section: Two vehicle lanes in each direction with designated left turn lane/median. Curb and gutter on both sides of the street, on-street parking, 8'-0" planting strip on both sides, 8'-0" sidewalk on both sides, 6'-0"designated bike lanes on both sides.

Land Uses: A mixture of residential (medium-intensity), retail and office uses are encouraged for this cross-section.

	MAIN STREETS	AVENUES				PARKWAY	LOCAL-RESIDENTIAL	LOCAL-COMMERCIAL
Number of Lanes	2	2	3	5	Tryon	C.B/U.C.B/Harris	2	2
Width of Lanes	13'-0"	11'-0"	11'-0"	11'0"	11'-0"	Varies	10'-0"	13'-0"
Bike Lane	No	6'-0"	6'-0"	6'-0"	6'-0"	No	No	No
Sidewalk	12'-0"	8'-0"	8'-0"	8'-0"	8'-0"	5'-0"-10'-0"	8'-0"	8'-0"
Planting Strip	8'-0"	8'-0"	8'-0"	8'-0"	10'-0"	15'-0"	8'-0"	8'-0"
On-street Parking (from face of curb)	7'-0"	7'-0"	7'-0"	7'-0"	No	No	7'-0"	7'-0"
Curb & Gutter	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"
Median	No	No	Optional	Yes	Yes	Yes	No	No
Width of Median	No	No	16'-0"	16'-0"	58'-0" (LRT)	Varies	No	No

PROPOSED STREET CROSS-SECTIONS

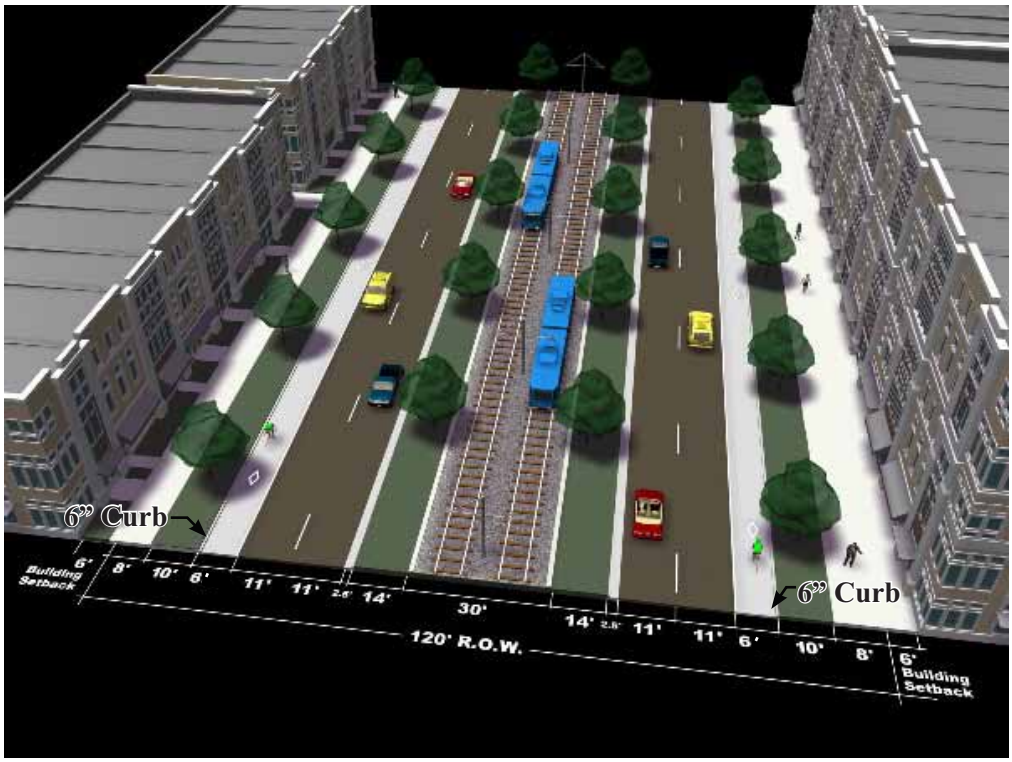
Figure 12: Avenue-Tryon

Proposed Streetscape Details

Width: 120'-0" Feet back of curb-to-back-of-curb; Right-of-Way is 156'-0".

Cross Section: Two 11'-0" vehicle lanes in each direction with 58'-0" median for proposed light rail, curb and gutter on both sides, 6'-0" designated bike lanes,10'-0" planting strip on both sides, and 8'-0" sidewalks on both sides. Buildings should be set back 24'-0" from back-of-curb that would allow a 6'-0" extension of the sidewalk or an additional planting strip.

Land Uses: A mixture of retail, office and medium-intensity residential uses are encouraged for this cross-section.



	MAIN STREETS	AVENUES				PARKWAY	LOCAL-RESIDENTIAL	LOCAL-COMMERCIAL
Number of Lanes	2	2	3	5	Tryon	C.B/U.C.B/Harris	2	2
Width of Lanes	13'-0"	11'-0"	11'-0"	11'0"	11'-0"	Varies	10'-0"	13'-0"
Bike Lane	No	6'-0"	6'-0"	6'-0"	6'-0"	No	No	No
Sidewalk	12'-0"	8'-0"	8'-0"	8'-0"	8'-0"	5'-0"-10'-0"	8'-0"	8'-0"
Planting Strip	8'-0"	8'-0"	8'-0"	8'-0"	10'-0"	15'-0"	8'-0"	8'-0"
On-street Parking (from face of curb)	7'-0"	7'-0"	7'-0"	7'-0"	No	No	7'-0"	7'-0"
Curb & Gutter	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"
Median	No	No	Optional	Yes	Yes	Yes	No	No
Width of Median	No	No	16'-0"	16'-0"	58'-0" (LRT)	Varies	No	No

PROPOSED STREET CROSS-SECTIONS FOR EXISTING STREETS

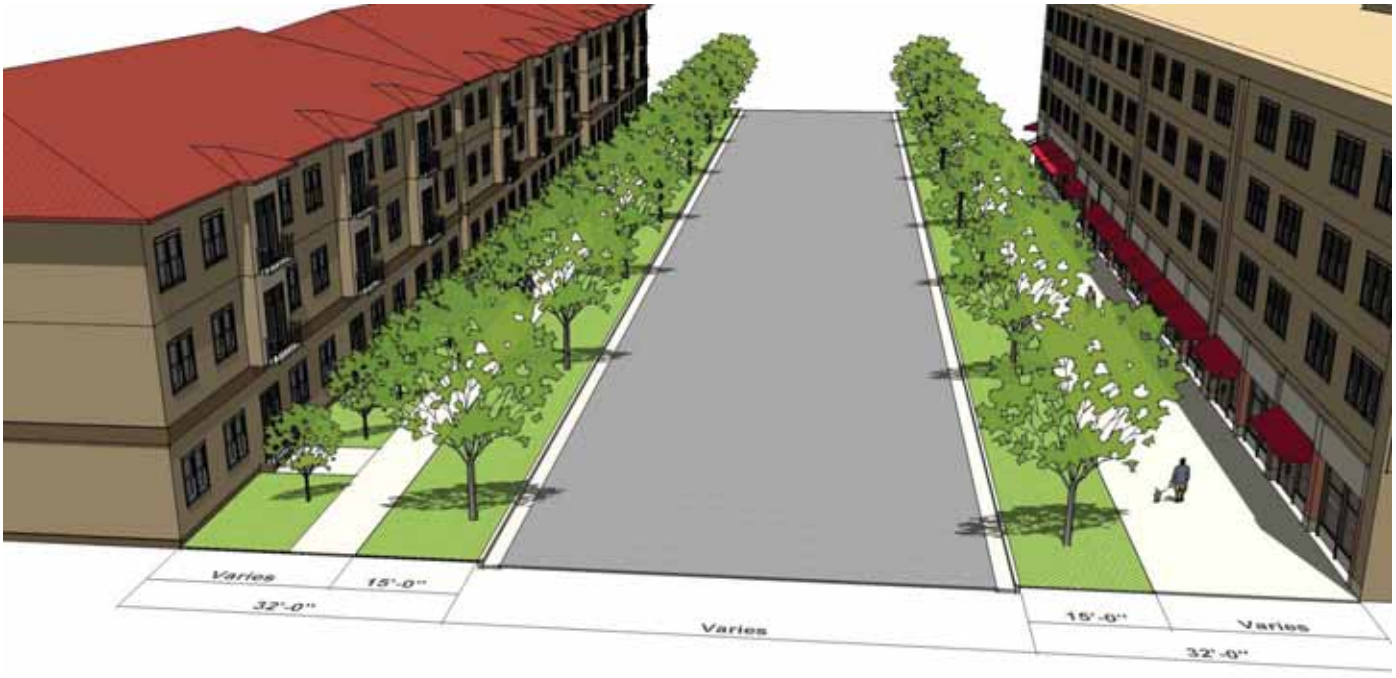
Figure 13: Existing Parkways- City Boulevard, University City Boulevard and W.T. Harris

Proposed Streetscape Details

Width: Varies

Cross Section: Varies. 15′-0″ planting strip on both sides, 5′-0″ to 10′-0″ sidewalk on both sides (10′-0″ in commercial and/or office land uses) and 32′-0″ setback from back-of-curb.

Land Uses: A mixture of retail and office uses are encouraged for this cross-section. Residential uses of medium intensity are allowed.



	MAIN STREETS	AVENUES				PARKWAY	LOCAL-RESIDENTIAL	LOCAL-COMMERCIAL
Number of Lanes	2	2	3	5	Tryon	C.B/U.C.B/Harris	2	2
Width of Lanes	13'-0"	11'-0"	11'-0"	11'0"	11'-0"	Varies	10'-0"	13'-0"
Bike Lane	No	6'-0"	6'-0"	6'-0"	6'-0"	No	No	No
Sidewalk	12'-0"	8'-0"	8'-0"	8'-0"	8'-0"	5'-0"-10'-0"	8'-0"	8'-0"
Planting Strip	8'-0"	8'-0"	8'-0"	8'-0"	10'-0"	15'-0"	8'-0"	8'-0"
On-street Parking (from face of curb)	7'-0"	7'-0"	7'-0"	7'-0"	No	No	7'-0"	7'-0"
Curb & Gutter	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"
Median	No	No	Optional	Yes	Yes	Yes	No	No
Width of Median	No	No	16'-0"	16'-0"	58'-0" (LRT)	Varies	No	No

PROPOSED STREET CROSS-SECTIONS

Figure 14: Local-Residential

Proposed Streetscape Details

Width: 35'-0" back-of-curb to back-of-curb.

Cross Section: One vehicle lane in each direction. On-street parking, 8'-0" planting strip on both sides, and 8'-0" sidewalk on both sides. Setbacks for townhomes should be a maximum of 20'-0" from right-of-way to building face and for multi-family 8'-0".

Land Uses: Residential uses are encouraged along local-residential cross-sections.

	MAIN STREETS	AVENUES				PARKWAY	LOCAL-RESIDENTIAL	LOCAL-COMMERCIAL
Number of Lanes	2	2	3	5	Tryon	C.B/U.C.B/Harris	2	2
Width of Lanes	13'-0"	11'-0"	11'-0"	11'0"	11'-0"	Varies	10'-0"	13'-0"
Bike Lane	No	6'-0"	6'-0"	6'-0"	6'-0"	No	No	No
Sidewalk	12'-0"	8'-0"	8'-0"	8'-0"	8'-0"	5'-0"-10'-0"	8'-0"	8'-0"
Planting Strip	8'-0"	8'-0"	8'-0"	8'-0"	10'-0"	15'-0"	8'-0"	8'-0"
On-street Parking (from face of curb)	7'-0"	7'-0"	7'-0"	7'-0"	No	No	7'-0"	7'-0"
Curb & Gutter	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"
Median	No	No	Optional	Yes	Yes	Yes	No	No
Width of Median	No	No	16'-0"	16'-0"	58'-0" (LRT)	Varies	No	No

PROPOSED STREET CROSS-SECTIONS

Figure 15: Local-Commercial

Proposed Streetscape Details

Width: 41-0" back of curb to back of curb.

Cross Section: One vehicle lane in each direction. On-street parking, 8'-0" planting strip required unless along retail edge (8'-0" additional sidewalk with curbed planters), and 8'-0" sidewalk on both sides.

Land Uses: A mixture of retail, office and medium-intensity residential uses are encouraged for this cross-section.

	MAIN STREETS	AVENUES				PARKWAY	LOCAL-RESIDENTIAL	LOCAL-COMMERCIAL
Number of Lanes	2	2	3	5	Tryon	C.B/U.C.B/Harris	2	2
Width of Lanes	13'-0"	11'-0"	11'-0"	11'0"	11'-0"	Varies	10'-0"	13'-0"
Bike Lane	No	6'-0"	6'-0"	6'-0"	6'-0"	No	No	No
Sidewalk	12'-0"	8'-0"	8'-0"	8'-0"	8'-0"	5'-0"-10'-0"	8'-0"	8'-0"
Planting Strip	8'-0"	8'-0"	8'-0"	8'-0"	10'-0"	15'-0"	8'-0"	8'-0"
On-street Parking (from face of curb)	7'-0"	7'-0"	7'-0"	7'-0"	No	No	7'-0"	7'-0"
Curb & Gutter	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"
Median	No	No	Optional	Yes	Yes	Yes	No	No
Width of Median	No	No	16'-0"	16'-0"	58'-0" (LRT)	Varies	No	No

PROPOSED STREET CROSS-SECTIONS FOR EXISTING STREETS

Figure 16: Existing Local-Residential

Proposed Streetscape Details

Existing Streets Include: Rocky River Road, Washington Boulevard, Hampton Church Road, Russell Street, Graduate Lane, Louise Rose Place, Grove Lake Drive, Barton Creek Drive and Clark Boulevard.

Width: Varies

Cross Section: 8'-0" planting strip on both sides, and 8'-0" sidewalk on both sides.

Land Uses: Residential uses are encouraged along local-residential cross-sections.

	MAIN STREETS	AVENUES				PARKWAY	LOCAL-RESIDENTIAL*	LOCAL-COMMERCIAL*
Number of Lanes	2	2	3	5	Tryon	C.B/U.C.B/Harris	2	2
Width of Lanes	13'-0"	11'-0"	11'-0"	11'0"	11'-0"	Varies	10'-0"	13'-0"
Bike Lane	No	6'-0"	6'-0"	6'-0"	6'-0"	No	No	No
Sidewalk	12'-0"	8'-0"	8'-0"	8'-0"	8'-0"	5'-0"-10'-0"	8'-0"	8'-0"
Planting Strip	8'-0"	8'-0"	8'-0"	8'-0"	10'-0"	15'-0"	8'-0"	8'-0"
On-street Parking (from face of curb)	7'-0"	7'-0"	7'-0"	7'-0"	No	No	7'-0"	7'-0"
Curb & Gutter	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"
Median	No	No	Optional	Yes	Yes	Yes	No	No
Width of Median	No	No	16'-0"	16'-0"	58'-0" (LRT)	Varies	No	No

***Varies for Existing**

PROPOSED STREET CROSS-SECTIONS FOR EXISTING STREETS

Figure 17: Existing Local-Commercial

Proposed Streetscape Details

Existing Streets Include: Tyner Street, Stetson Drive, Olmstead Drive, and University Executive Park Drive.

Width: Varies

Cross Section: 8'-0" planting strip on both sides, 8'-0" sidewalk on both sides, designated bike lanes on both sides. Set-back can be up to 8'-0".

Land Uses: A mixture of retail, office and medium-intensity residential uses are encouraged for this cross-section.

	MAIN STREETS	AVENUES				PARKWAY	LOCAL-RESIDENTIAL*	LOCAL-COMMERCIAL*
Number of Lanes	2	2	3	5	Tryon	C.B/U.C.B/Harris	2	2
Width of Lanes	13'-0"	11'-0"	11'-0"	11'0"	11'-0"	Varies	10'-0"	13'-0"
Bike Lane	No	6'-0"	6'-0"	6'-0"	6'-0"	No	No	No
Sidewalk	12'-0"	8'-0"	8'-0"	8'-0"	8'-0"	5'-0"-10'-0"	8'-0"	8'-0"
Planting Strip	8'-0"	8'-0"	8'-0"	8'-0"	10'-0"	15'-0"	8'-0"	8'-0"
On-street Parking (from face of curb)	7'-0"	7'-0"	7'-0"	7'-0"	No	No	7'-0"	7'-0"
Curb & Gutter	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"
Median	No	No	Optional	Yes	Yes	Yes	No	No
Width of Median	No	No	16'-0"	16'-0"	58'-0" (LRT)	Varies	No	No

***Varies for Existing**

PROPOSED STREET CROSS-SECTIONS FOR EXISTING STREETS

Figure 18: Existing Avenues

Proposed Streetscape Details

Existing Streets Include: McCullough Drive, JW Clay, Shopping Center Drive, and Jm. Keyes Drive.

Width: Varies

Cross Section: 8'-0" planting strip on both sides, 8'-0" sidewalk on both sides, designated bike lanes on both sides. Set-back can be up to 10'-0" for residential areas.

Land Uses: A mixture of residential (medium-intensity), retail and office uses are encouraged for this cross-section.

	MAIN STREETS	AVENUES				PARKWAY	LOCAL-RESIDENTIAL	LOCAL-COMMERCIAL
Number of Lanes	2	2	3	5	Tryon	C.B/U.C.B/Harris	2	2
Width of Lanes	13'-0"	11'-0"	11'-0"	11'0"	11'-0"	Varies	10'-0"	13'-0"
Bike Lane	No	6'-0"	6'-0"	6'-0"	6'-0"	No	No	No
Sidewalk	12'-0"	8'-0"	8'-0"	8'-0"	8'-0"	5'-0"-10'-0"	8'-0"	8'-0"
Planting Strip	8'-0"	8'-0"	8'-0"	8'-0"	10'-0"	15'-0"	8'-0"	8'-0"
On-street Parking (from face of curb)	7'-0"	7'-0"	7'-0"	7'-0"	No	No	7'-0"	7'-0"
Curb & Gutter	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"	2'-6"
Median	No	No	Optional	Yes	Yes	Yes	No	No
Width of Median	No	No	16'-0"	16'-0"	58'-0" (LRT)	Varies	No	No

Transportation Infrastructure Improvements

Changes to Streets

Creating a new street network that provides greater connectivity throughout the MSD is a priority strategy of this plan. This network will consist of streets designed in accordance with the proposed cross-sections for University City. Converting existing thoroughfares to conform to the new cross-sections will not occur immediately. Improvements to North Tryon and the extension of City Boulevard, including construction of an at-grade intersection in the "weave" area, are the top infrastructure priorities for the MSD.

The proposed roadway and streetscape changes to North Tryon Street and its major intersections will be implemented, in part, in conjunction with the corridor's light rail transit construction project. As currently planned, North Tyron Street should have a four-lane cross-section south and north of W.T. Harris Boulevard. However, the four-lane cross-section north of Harris should be designed to not preclude six lanes.

In addition, several intersections, particularly the North Tryon/W.T. Harris Boulevard intersection, may require additional treatments in the long-term to maintain reasonable levels of mobility. CDOT should continue to monitor intersections in this area to determine if any additional improvements are necessary over time. In 2007, CDOT will initiate a detailed intersection analysis of the North Tryon/W.T Harris intersection to determine design options that may need to be considered if the anticipated street network is not implemented in the UCP area.

Construction of the extension of City Boulevard and improvement to the "weave" are also planned for the near-term future, with completion expected no later than 2012. Improvements to other existing streets in the district will be considered for implementation when major portions of the necessary rights-of-way and/or funding are available. Other recommended priority roadway improvements that should be considered for construction within the next ten years include:

- Extension of J.W. Clay Boulevard to Harris Boulevard (on east side of North Tryon), including a signalized intersection at Harris Boulevard;
- Extension of McCullough Drive to the NC 29/I-85 Bypass ramp;
- Improvements to the I-85 bridge south of Harris Boulevard; and
- Improvements to the I-85 bridge north of Harris Boulevard.

Most of the new local streets proposed for the MSD will be constructed by the private sector through the development/redevelopment process. However, the City of Charlotte will need to construct those segments of local roads that developers will not be required to build. Such segments cannot be identified until specific developments are planned and approved. The Transportation Action Plan's (TAP) Street Connectivity Program will be a necessary tool to implement these street connections. The recommendations contained in this plan simply provide the policy basis for protecting and/or acquiring future rights-of-way based on the future road network plan when development does occur.

Improvements for Safety and Convenience of Pedestrians and Cyclists

The vision and recommendations of this plan support the creation of a safe, inviting pedestrian environment in University City. Major sidewalk and other pedestrian improvements will be needed for this vision to be realized. While this plan provides general guidance for such improvements, a more detailed pedestrian circulation analysis of the MSD is needed during the plan implementation phase to determine the specific improvements needed. The following are the general infrastructure recommendations that address both pedestrian and cyclist needs.

Sidewalks and Curb Ramps

The cross-sections proposed for all roads within the MSD call for sidewalks on both sides of the street and curb ramps on corners at intersections. Sidewalks are currently limited on existing

streets in University City. Map 15 provides an inventory of existing sidewalks in the MSD. As part of a pedestrian circulation analysis, a detailed inventory should be completed to identify specific locations where sidewalks and curb ramps need to built, replaced or repaired. Some of the sidewalks will be provided by developers through the development process; however, the City will need to provide the sidewalk improvements elsewhere.

Recommended priorities for making sidewalk improvements include North Tryon Street, University City/City Boulevard, J.W. Clay Boulevard and Shopping Center Drive. In addition, when transit stations are built, all areas within at least ¼ mile walking distance of the station should be immediately accessible to the station via sidewalks, including Harris Boulevard. Areas within a ½ mile walking distance should ultimately have sidewalk accessibility as properties develop/redevelop. The TAP's Sidewalk Program will help implement these improvements.

Street Crossings

Ensuring that pedestrians can safely cross major thoroughfares in University City is essential for adapting the existing automobile-oriented environment that exists today into a much more urban, pedestrian-oriented place. As the spine of the four transit stations planned for the MSD, North Tryon will have a number of key locations where pedestrians will need to cross the street to get from the east and west sides of the transit station areas. Pedestrian crossings will also be needed at locations along University City/City Boulevard, Harris Boulevard, McCullough Drive and J.W. Clay Boulevard. Recommended locations for future crosswalks are shown on the Proposed Infrastructure Map (Map 16.)

The high traffic volume along North Tryon and the other thoroughfares traversing the MSD will make safe pedestrian movement a challenge, but it can be accomplished by employing various types of transportation improvements and crosswalk enhancements, including the following:

Crosswalks: Crosswalks should be established at all the existing and future signalized intersections and should include such enhancements as:

- high-visibility crosswalk markings;
- "countdown" pedestrian lights;
- "no turn on red" regulations;
- pedestrian refuge islands; and
- "pedestrian zone" signage.

Charlotte Department of Transportation (CDOT) and Planning Department staff should determine the specific treatment appropriate at each intersection during the implementation phase of this plan. Pedestrian crossings of the light rail transit line should occur at signalized intersections.

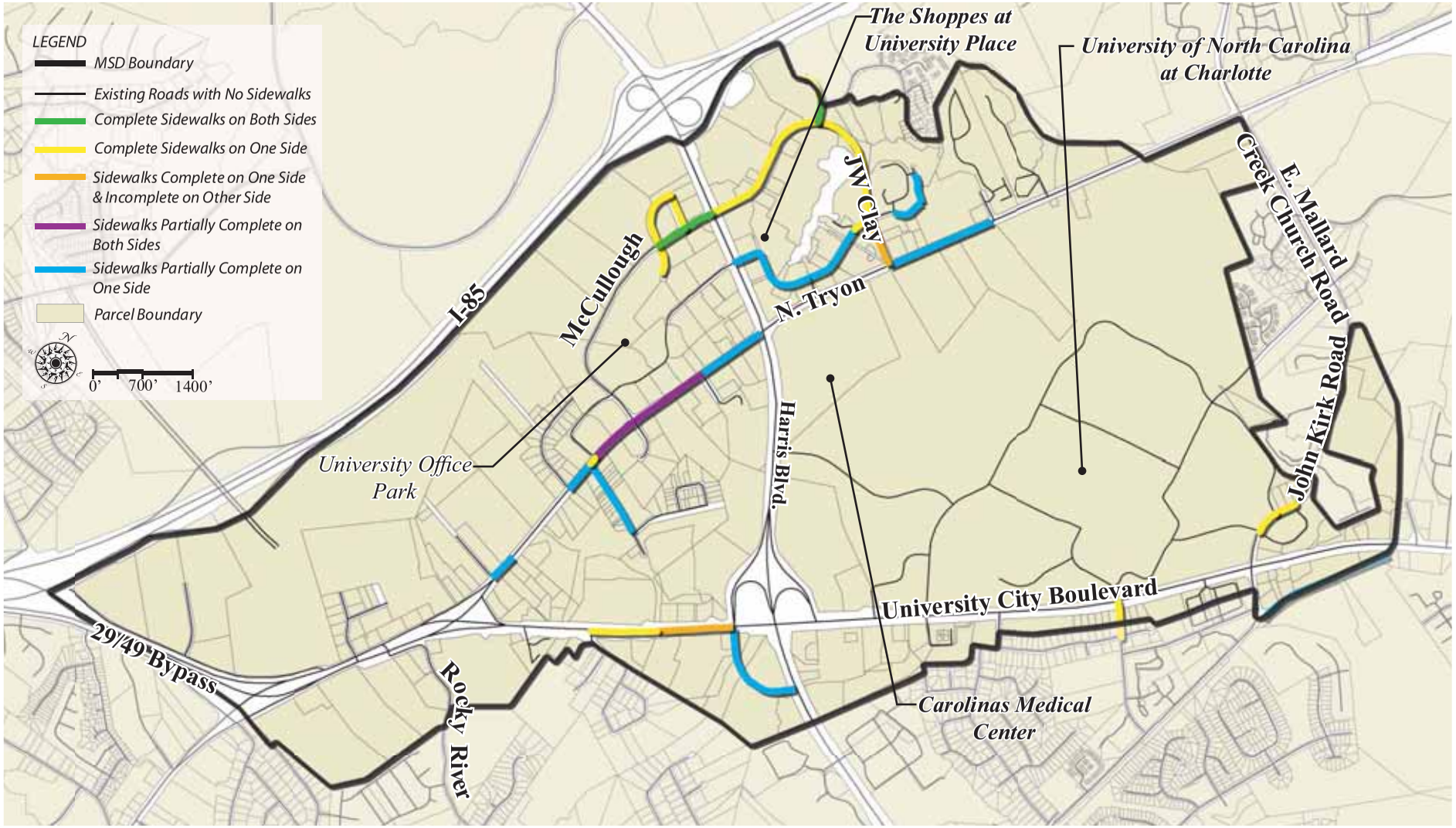
Pedestrian Refuge Islands: Refuge islands provide one of the safest ways for pedestrians to cross streets with higher traffic volumes and are frequently constructed between signalized intersections. Such islands should be considered for the MSD, particularly near station location crossings where signalized crossings are lacking. The TAP's Pedestrian Connectivity Program will be a key tool in implementing these improvements.

Pedestrian Zone Signage: Pedestrian zone signage in targeted locations is recommended in the rights-of-way for of major thoroughfares where high level of pedestrian travel is anticipated to alert motorists that pedestrians are present and that caution in driving is needed. Such signage is most important near the major pedestrian crossings, as well as in other locations within transit station areas where pedestrian activity is high, generally on every street within ¼ mile walking distance of the stations.

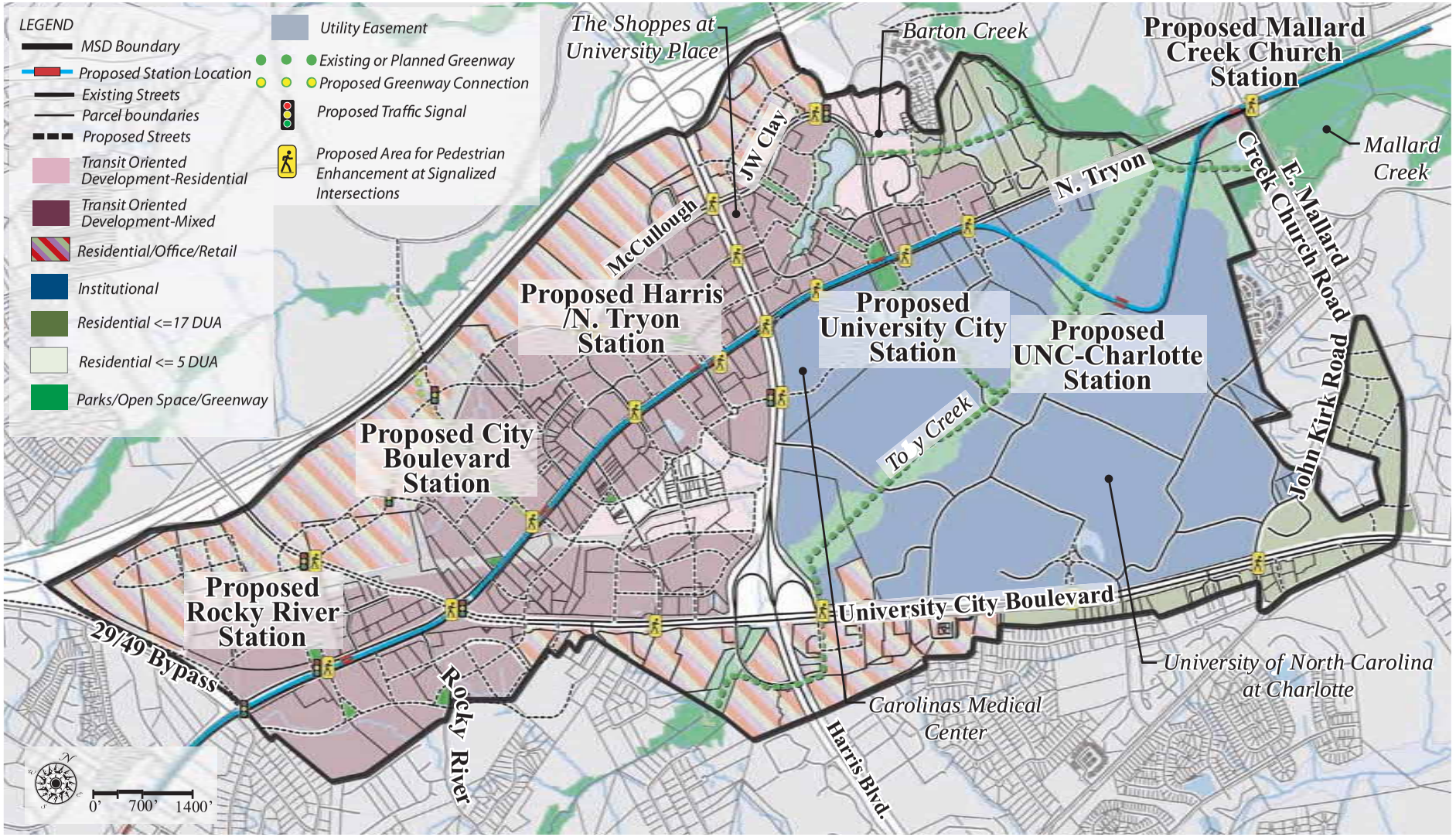
Speed Limit Reductions: Reducing traffic speed is a means for improving pedestrian safety. This plan recommends that the maximum speed limit be 35 mph along North Tryon and City Boulevard, 45 mph along Harris Boulevard and 25 mph for all other streets in the area.

Bulb Outs: Bulb outs should be constructed on two or three-lane avenues or local streets where blocks are longer than 600 feet to provide pedestran crossings and vehicular speed reductions.

MAP #15-LOCATION OF EXISTING SIDEWALKS



MAP #16-PROPOSED INFRASTRUCTURE IMPROVEMENTS



Pedestrian-Scale Lighting: Installing decorative pedestrian-scale lighting to illuminate pedestrian areas will be important for the future transit station areas and pedestrian districts. Such lighting is shorter than typical streetlights and, in addition to lighting pedestrian areas, is generally designed as a visual amenity within the streetscape. Pedestrian-scale lighting should be placed within the public-right-of way of streets throughout the MSD, with priority given to the areas having the highest volume of pedestrian activity. These priority areas should include:

- The entire length of North Tryon Street, with the highest concentration of lighting at transit stations and crosswalks;
- All streets within ¼ mile walking distance of each transit station, including Harris Boulevard; and
- On the proposed greenway trail between University Place and the UNC Charlotte campus.

When selecting the design of pedestrian lighting, CDOT should solicit input from University City Partners and its constituents.

Bike Lanes: A comprehensive, inter-connected bicycle network is proposed for University City to accommodate and encourage cycling throughout the district. Bike lanes designed in accordance with the street cross-sections identified for the district should be established. Map 17 highlights recommended bicycles lanes in the University City area.

An example of buildings fronting the street and pedestrian scale amenities along Tryon.

A designated bike lane adjacent to on-street parking along the Embarcadero San Francisco

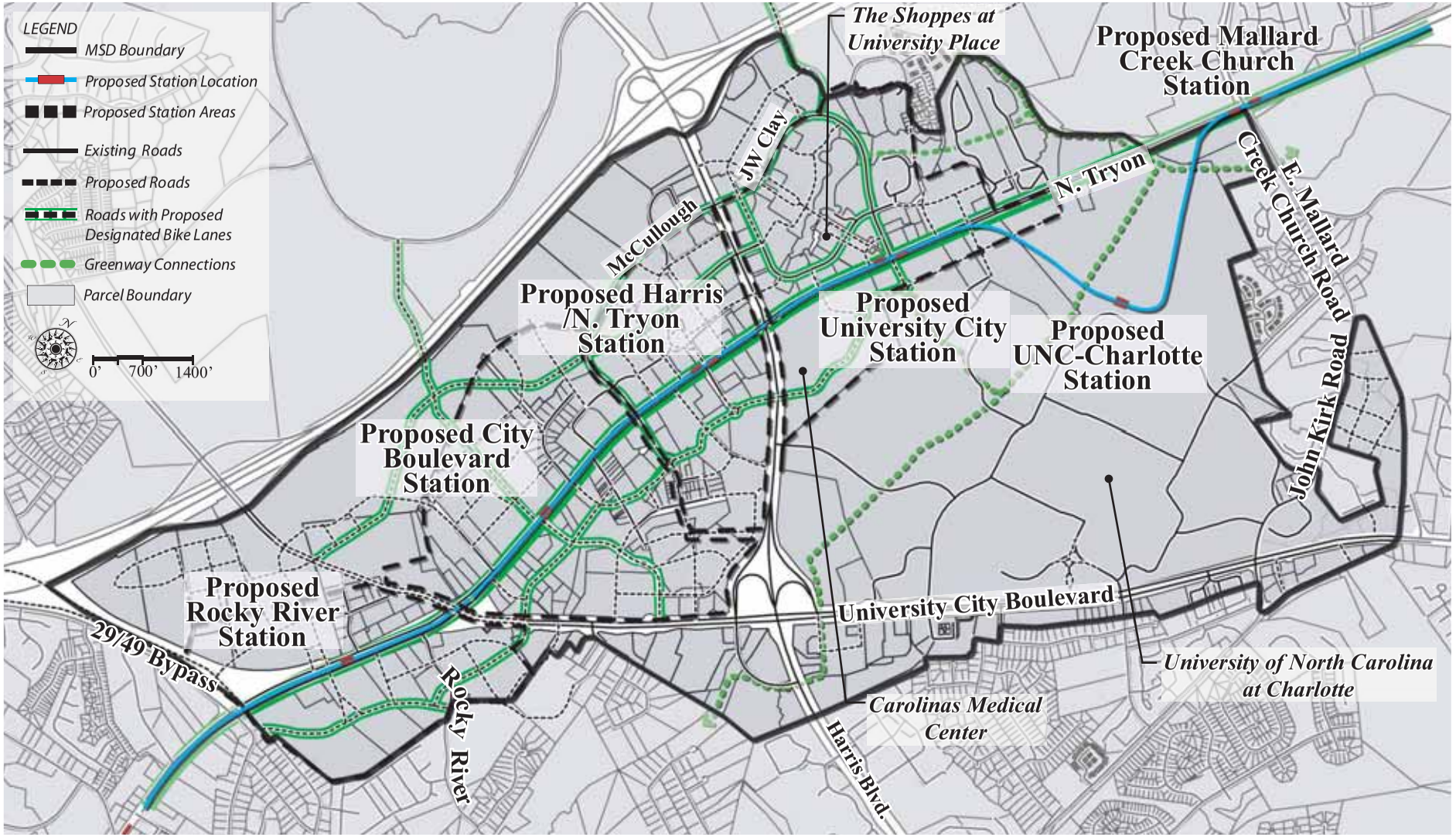
Bicycle Parking: The City of Charlotte Zoning Ordinance requires that bicycle parking be provided in new developments. However, many existing businesses will not redevelop, thus they will not be required to provide bicycle parking. Therefore, this plan recommends that the City install racks for short-term bicycle parking in the public rights-of-way in key locations within transit station areas, particularly close to retail and office uses and where the highest levels of pedestrian activity are anticipated. For existing buildings with entrances set back from the right-of-way, the City should work with business owners to share the cost of installing bicycle parking. The TAP's Bicycle Program will be a key tool in implementing bicycle parking.

Bicycle Route Signage: Signs that identify bicycle routes and connections are recommended for locations throughout the MSD. Charlotte Department of Transportation should identify the locations of such signage during the implementation phase of this plan. The TAP's Bicycle Program will be a key tool in implementing bicycle routes and bicycle lanes.

Public Art: City policy requires that, for many capital projects, one percent of the project costs be spent for public art Therefore, any future eligible capital projects in the MSD should include funds for public art. To determine appropriate locations and designs for art installations for the MSD, City staff should work with the UCP, its constituents and area arts organizations. Transit stations are likely locations for public art.

Benches and Trash Cans: The City should install benches and trash cans in appropriate locations where pedestrian activity is highest, including transit station locations.

MAP #17-BICYCLE NETWORK MAP



Parks and Greenways

Parks and greenways will be an important amenity for University City as it becomes more intensely developed with pedestrian-oriented uses. Recommendations for such infrastructure improvements are as follows and included on the Proposed Infrastructure Map 13:

The Mecklenburg County Parks and Recreation Department should consider locating a district park in University City to accommodate future population growth. Currently there are no active parks in University City. A district park ranges from 40 to 200 acres in size, typically has a 1-2 ½ mile service radius and includes active and passive recreational uses. The area in or around the Hampton Park neighborhood may be a possible location to consider.

Encourage development of small urban pocket or mini-parks and/or pedestrian plazas within transit station areas to provide outdoor spaces for daily activities and special events. These small parks/plazas should be located in highly accessible and active areas. They should be developed with streetscape design elements such as lighting, paving, landscaping, benches, public art and other amenities. Where possible, they should connect with greenways.

The current Parks Master Plan does not address urban parks. However, the Parks and Recreation Department staff has identified the need for such parks and is considering potential develop standards that can guide development of small urban parks. The Planning Department staff should work with CDOT, the County Park and Recreation Department and other relevant agencies to design and develop these plaza areas. Specific locations would be identified once funding is secured for park development in the MSD.

In addition, such parks/plazas should be encouraged to be developed as part of private development plans. For example, commercial centers should incorporate attractive open spaces for seating and gathering as part of their design, and good pedestrian and bicycle connections should be made. In areas designated with Transit-Oriented Development (TOD) zoning, private developers will be required to include open space in all developments over 50,000 square feet. Private developers may also work with local government to participate in the development of public open spaces that would benefit their developments and surrounding development.

Provide new greenway connections within the MSD. Currently, the Mallard Creek Greenway provides a 4.3 mile walking/cycling trail linking the UNC Charlotte soccer fields to areas west of I-85. Future greenways should include:

- *Toby Creek Greenway:* Phase I of the Toby Creek Greenway project has been designed and construction will begin in summer 2007. This section of the greenway will extend from its connection with the Mallard Creek Greenway adjacent to North Tryon Street across the UNC Charlotte campus to the south side of City Boulevard in the commercial area near the intersection of City and Harris Boulevards. As part of this phase, a sidewalk connection will be provided to establish the critical link between the greenway on the campus and University Place. Phase II of the Toby Creek Greenway project will continue the greenway from the City Boulevard area to Rocky River Road West. While out of the MSD boundaries, Phase II will provide important connections between the MSD and residential areas to the south and east of the district. Phase II has not been funded.

- *Barton Creek Greenway:* This proposed greenway will include sidewalk connections along J. W. Clay Boulevard on the west side of North Tryon and will then follow along Barton Creek where it will wrap around to and cross over North Tryon via a pedestrian crossing where it will then connect with the fitness trails on the UNC Charlotte campus. This project is not funded; however, it is considered a high priority for implementation by the County.

- *Proposed Overland Connection from Doby Creek Greenway to City Boulevard Transit Station:* This plan recommends that a new overland greenway connection be considered that would link the future Doby Creek Greenway west of I-85 with the City Boulevard Transit Station. The Doby Creek Greenway will eventually provide a connection to the recreation area and schools located off IBM Drive and Neal Road in the University Research Park.

Environment

Air Quality

Motor vehicles are the primary culprit for Mecklenburg County's air quality problems. Monitoring devices closest to University City indicate that this part of the county has consistently exceeded the 8-hour ozone standard set by the Environmental Protection Agency, along with much of the rest of the county and region. Reducing the time and distance people spend traveling in automobiles, known as vehicle miles traveled (VMT) per capita, is the key to improving air quality. The main strategies to reduce VMT per capita include:

- Concentrating a variety of land uses in close proximity to one another;
- Filling in vacant land or redeveloping underutilized parcels;
- Providing the infrastructure and density to support alternative modes of transportation, including bicycles, walking and transit; and
- Shortening travel distance by increasing street connections.

These strategies are being promoted in Charlotte-Mecklenburg. The introduction of rapid transit and focus on creating compact, pedestrian-oriented transit station areas are major steps being taken to improve the region's air quality.

Water Quality

One of the by-products of rapid urban growth is increased runoff including everything from lawn fertilizers to petroleum products. As development occurs, less pervious land exists to absorb excess rainfall. The runoff surges across paved areas toward storm drains and ditches, picking up pollutants and sediment along the way that end up in our community's streams and creeks. Hence, the water quality in our lakes, streams and creeks are degraded. In addition, the increased speed of flow into our streams and creeks often results in erosion and flash flooding.

Overall strategies for reducing the impact of non-point pollution in the streams, creeks and lakes in Mecklenburg County include:

- Reducing impervious surface area;
- Improving the quality of storm water run-off; and
- Reducing erosion and sedimentation.

Land Quality

Charlotte is one of the fastest growing cities in the country. As it becomes increasingly populated, more and more land is being consumed, often resulting in the loss of critical environmental features such as the area's tree canopy, open spaces and natural habitat. As this growth continues, these limited natural resources will be even more threatened than they already are. Therefore, protecting and enhancing them is essential for maintaining the area's ecosystem and its quality of life.

Recommendations

Implementing the land use, design and transportation plans and recommendations proposed in this area plan, in addition to the environmental recommendations included in the General Development Policies (in draft stage), will help ensure that University City has as a healthy environment as possible. The following summarizes these recommendations, which can have multiple and concurrent environmental benefits:

- Cluster development along a grid street system to preserve and create meaningful open spaces, reduce the total paved surfaces and encourage walking and cycling.
- Promote pedestrian activity and cycling by developing a comprehensive and cohesive system of sidewalks and bicycle facilities that provide access throughout the MSD.
- Provide open spaces that link natural resources, public and private open spaces and parks and greenways to create the area's "green infrastructure."

- Encourage new development/redevelopment that minimizes clearing, grading and soil compaction to lessen impacts to environmentally sensitive areas and decrease erosion and sedimentation.

- Encourage infill development on underutilized sites and on vacant sites within built up areas.

- Use shared parking to ensure that public facilities are well-connected to the surrounding area and to each other.

- Enforce Mecklenburg County's Surface Water Improvement Management System (SWIM) program to implement the basic steps necessary to stabilize water quality and prevent further degradation.

- Use innovative practices to collect, treat and disperse storm water run-off, such as Low Impact Design (LID), which includes integrated storm water practices that combine physical, chemical and biological processes at the lot level.

- Encourage floodplain preservation and support floodplain reclamation along the major creeks in the area.

- Identify environmentally sensitive areas, such as significant wetlands, tree canopy and topography, in development site plans and specify measures for protecting them.

- Incorporate environmentally sensitive areas into open space areas and provide undisturbed buffers for natural features where feasible.

- Target environmentally sensitive areas when acquiring land for public purposes that could incorporate preservation of these areas.

- Encourage the use of native plants in landscaping and erosion control measures.

- Maintain and enhance the existing tree cover where feasible and promote opportunities to "re-vegetate" areas that were previously developed.

- Consider relocating or burying overhead utilities where feasible, particularly along North Tryon Street and in other areas within ¼ walking distance of the transit stations.

- Preserve natural drainage patterns and use natural topographic features to slow down, store and infiltrate water run-off.

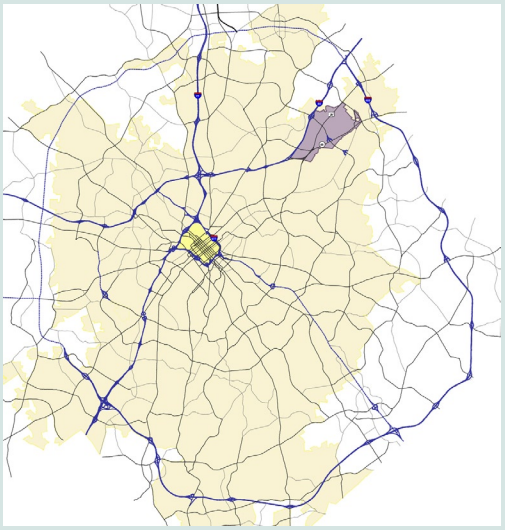
- Ensure that public projects are designed and constructed to minimize environmental impacts, while recognizing the need to balance the environmental and economic costs and benefits.

Conclusion

Nearly 40 years ago, the idea of creating a "University City" in northeast Charlotte was birthed. Now, with light-rail transit imminent along the North Tryon Corridor, this flourishing suburban area is primed for a significant rebirth. Over the next ten to twenty years, the University City MSD has the opportunity to evolve into one of Charlotte's most vibrant, diverse and desirable urban places. However, for this vision of transformation to take place as the LRT is developed, the seeds of positive change must be planted today. By adopting this concept plan and its land use, transportation and other key development policies, elected officials are preparing the soil. It will be up to the public and private sectors working together to implement this plan and help University City grow into the thriving urban community envisioned.

UNIVERSITY CITY AREA PLAN

Volume Two: Implementation Plan



IMPLEMENTATION RESPONSIBILITIES

Transforming the University City MSD into the vibrant, people-oriented place envisioned in the University City Area Plan will occur incrementally through the efforts of local government, private property owners, residents and developers. This Implementation Plan outlines strategies to implement the land use, transportation, design and other development-oriented recommendations contained in the adopted Concept Plan. ***These implementation strategies will not be approved by elected officials as part of the Concept Plan adoption****. Rather, they are intended to provide a general road map for successfully achieving the recommendations. Some of the actions identified in this section may require future City Council and/or County Commission approval. Those items will be brought before the appropriate body on a case-by-case basis after the Concept Plan has been adopted. This implementation plan should updated periodically to reflect progress being made and to consider additional strategies.*

Public Sector

With input from the community, the public sector will provide the policy framework for land development and will be responsible for making a number of infrastructure improvements, including construction of the light rail transit corridor and stations. Major public investments in roadway and streetscape improvements will also be required. In addition, the Charlotte-Mecklenburg Planning Department, in consultation with other City and County departments, is responsible for initiating and guiding the corrective rezoning process and monitoring and reviewing rezonings proposed for the MSD to ensure developers meet the required development standards and carry out the intent of the adopted policy plan for the area.

Private Sector

The private sector will be responsible for developing and redeveloping properties within the MSD in alignment with the vision, policies and development and design standards included in the concept plan. Providing the required infrastructure improvements will be part of these development responsibilities.

University City Partners

As a representative of all property owners within the MSD, University City Partners (UCP) will be responsible for monitoring development to ensure the adopted plan is being implemented. In this capacity, the organization will provide input to:

- Developers on their development proposals;
- The Planning Commission on proposed rezonings;
- City and County Departments on proposed infrastructure and other capital improvements in the MSD.

UCP will also be involved in a number of other implementation strategies, including minor capital improvements and advocating for changes to the area consistent with this plan.

The following are the key strategies that should be pursued by the public sector to implement the recommendations proposed in Volume 1: Concept Plan.

Corrective Rezonings

The Planning Commission will initiate corrective rezonings to implement the land use vision and policies adopted as part of the Concept Plan. This rezoning process will occur after the adoption of the Concept Plan. The majority of proposed corrective rezonings are recommended to encourage transit-supportive development in the MSD. Construction of the North Tryon light rail transit (LRT) is expected to be completed in 2013. Consequently, in anticipation of the opening of transit facilities along the corridor, this plan recommends that zoning to support transit ridership be implemented as soon as possible in the designated transit station areas, those areas within a ½ mile walking distance of transit stations. The proposed rezonings and relevant information for each are included in Tables A and B . Map 18 identifies the specific parcels to be considered for rezoning.

Other Implementation Strategies (See Table C)

MAP #18- CORRECTIVE REZONING

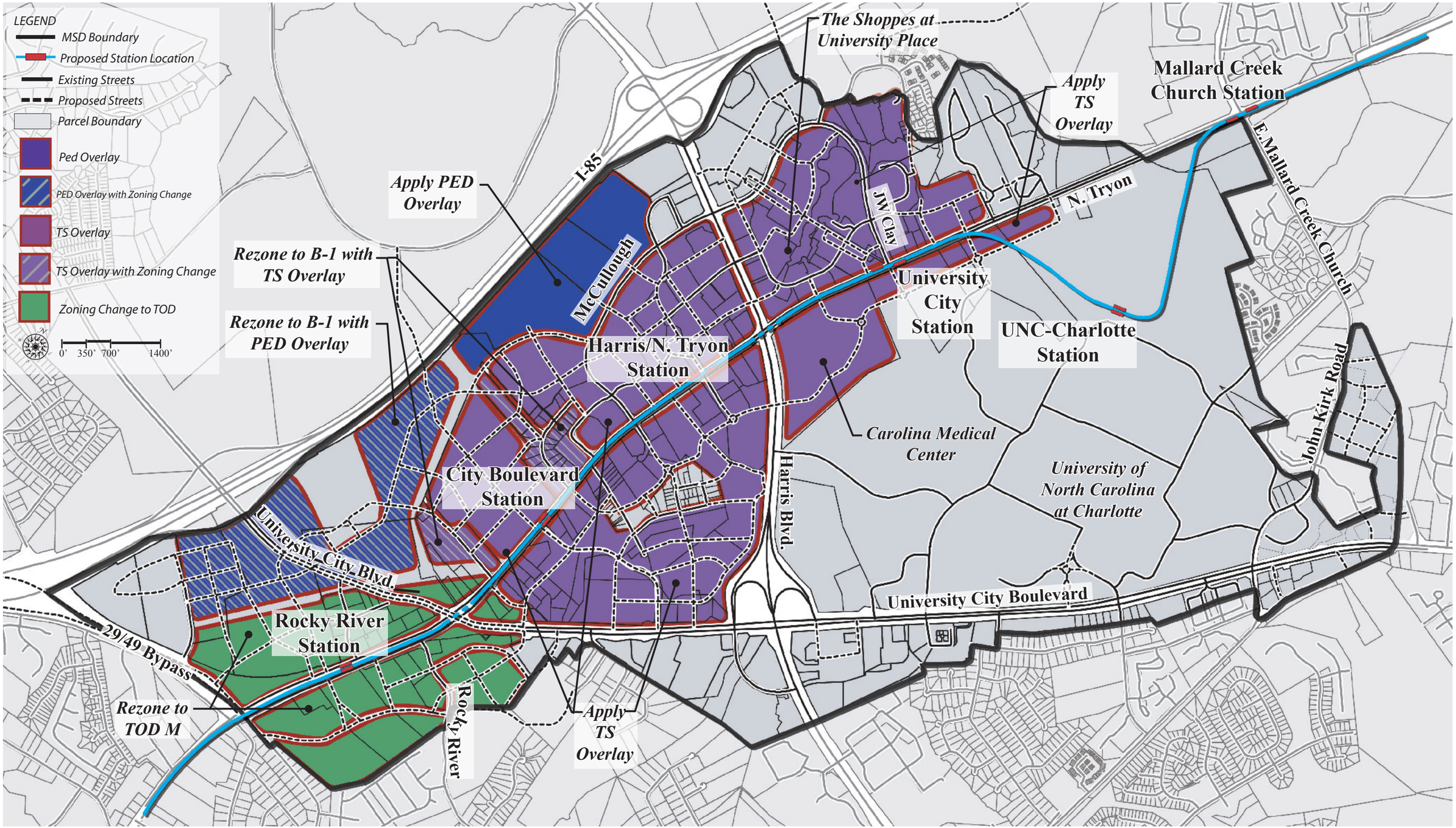


TABLE A

SUMMARY OF CORRECTIVE & OVERLAY DISTRICT REZONING

Area	PID #'s	Location	Existing Zoning	Recommended Zoning Change		Reason for Change
				Rezoning	Overlay	
City Boulevard Station Area	04722122 04722124	Two parcels located along North Tryon	I-1	Transit Oriented Development-Mixed		To create a compact high intensity mix of complementary residential, office, retail, institutional and civic uses in areas with a high potential for enhanced transit and pedestrian activity.
City Boulevard Station Area	04722123 (west of utility easement)	Parcel located to the west of North Tryon	I-1	B-1	TS	To align zoning with future land uses and zoning of surrounding parcels.
	04722123 (west of utility easement)			Transit Oriented Development-Mixed		To create a compact high intensity mix of complementary residential, office, retail, institutional and civic uses in areas with a high potential for enhanced transit and pedestrian activity.
City Boulevard Station Area	04722132 (west of utility easement)	Parcel located to the west of North Tryon	I-2CD	B-1	PED	To align zoning with future land uses and zoning of surrounding parcels.
	04722132 (east of utility easement)			Transit Oriented Development-Mixed		To create a compact high intensity mix of complementary residential, office, retail, institutional and civic uses in areas with a high potential for enhanced transit and pedestrian activity.
City Boulevard Station Area	04722125 04722126 04722127 04722208	Four parcels located along Brookside Lane	I-1	Transit Oriented Development-Mixed	TS	To create a compact high intensity mix of complementary residential, office, retail, institutional and civic uses in areas with a high potential for enhanced transit and pedestrian activity.

Area	PID #'s	Location	Existing Zoning	Recommended Zoning Change		Reason for Change
				Rezoning	Overlay	
City Boulevard Station Area	04745101 04745102 04745103 04745104 04745105 04745106 04745107 04745108 04745109 04745110 04745111 04745112 04745113 04745114 04745115 04745116 04745117 04745118 04745119 04745123 04745202 04745203 04745204 04745205 04745206 04745207 04745208	Twenty-seven parcels located along Clark Boulevard	O-2, B-1CD	B-1	TS	To align zoning with future land uses and zoning of surrounding parcels.
City Boulevard Station Area	04924101 04924115 04924116 04924117	Four parcels located at intersection of City Boulevard and North Tryon	B-2	Transit Oriented Development-Mixed		To create a compact high intensity mix of complementary residential, office, retail, institutional and civic uses in areas with a high potential for enhanced transit and pedestrian activity.

Area	PID #'s	Location	Existing Zoning	Recommended Zoning Change		Reason for Change
				Rezoning	Overlay	
Rocky River Station Area	04722101 04722102 04722105 04722107 04722108 04722110 04722119 04722129 04722130	Nine parcels located along Stetson Drive	I-1	Transit Oriented Development-Mixed		To create a compact high intensity mix of complementary residential, office, retail, institutional and civic uses in areas with a high potential for enhanced transit and pedestrian activity.
Rocky River Station Area	04722111 04722112 04722113 04722116	Four parcels located along Tyner Street	I-1	Transit Oriented Development-Mixed		To create a compact high intensity mix of complementary residential, office, retail, institutional and civic uses in areas with a high potential for enhanced transit and pedestrian activity.
Rocky River Station Area	04722120 04722121 04722128 04722131 04722134 04722135 04723107 04914119 04918107 04918108 04923106	Ten parcels located along the US 29 and NC 49 connection	I-1, B-2, B-2CD	Transit Oriented Development-Mixed		To create a compact high intensity mix of complementary residential, office, retail, institutional and civic uses in areas with a high potential for enhanced transit and pedestrian activity.
Rocky River Station Area	04723106 (west of utility easement	Parcel located between I-85 & US 29 Bypass	I-1	Transit Oriented Development-Mixed		To create a compact high intensity mix of complementary residential, office, retail, institutional and civic uses in areas with a high potential for enhanced transit and pedestrian activity.
	04723106 (east of utility easement			B-1	TS	To align zoning with future land uses and zoning of surrounding parcels.

Area	PID #'s	Location	Existing Zoning	Recommended Zoning Change		Reason for Change
				Rezoning	Overlay	
Rocky River Station Area	04914120 04918103 04918104 04918109	Four parcels located along the US 29/NC 49 connection between Sandy Ave. and Rocky River Road	B-2CD	Transit Oriented Development-Mixed		To create a compact high intensity mix of complementary residential, office, retail, institutional and civic uses in areas with a high potential for enhanced transit and pedestrian activity.
Rocky River Station Area	04923101	Parcel located along Rocky River Road	B-2CD	Transit Oriented Development-Mixed		To create a compact high intensity mix of complementary residential, office, retail, institutional and civic uses in areas with a high potential for enhanced transit and pedestrian activity.
Rocky River Station Area	04923102	Parcel located along Rocky River Road at MSD Boundary	B-2	Transit Oriented Development-Mixed		To create a compact high intensity mix of complementary residential, office, retail, institutional and civic uses in areas with a high potential for enhanced transit and pedestrian activity.
Rocky River Station Area	04923107 04924213	Two parcels located along City Boulevard near intersection with N. Tryon	B-2, B-2CD	Transit Oriented Development-Mixed		To create a compact high intensity mix of complementary residential, office, retail, institutional and civic uses in areas with a high potential for enhanced transit and pedestrian activity.
Rocky River & City Boulevard Station Areas	04722133 (east of utility easement)	Parcel located off of Stetson Drive, Tyner Street and North Tryon	I-1	Transit Oriented Development-Mixed		To create a compact high intensity mix of complementary residential, office, retail, institutional and civic uses in areas with a high potential for enhanced transit and pedestrian activity.
	04722133 (west of utility easement)			B-1	PED	A B-1 designation helps to keep the parcel aligned with the future land uses and zoning when the remaining portion of the parcel is designated TOD.
Rocky River & City Boulevard Station Areas	04746101 (east of utility easement)	Large parcel located along I-85	I-1	Transit Oriented Development-Mixed		To create a compact high intensity mix of complementary residential, office, retail, institutional and civic uses in areas with a high potential for enhanced transit and pedestrian activity.
	04746101 (east of utility easement)			B-1	PED	A B-1 designation helps to keep the parcel aligned with the future land uses and zoning when the remaining portion of the parcel is designated TOD.

TABLE B

SUMMARY OF OVERLAY DISTRICT REZONING

Area	PID #'s	Location	Existing Zoning	Recommended Zoning Change		Reason for Change
				Rezoning	Overlay	
City Boulevard Station Area	04745121 04745122	Two parcels located along McCullough Drive	O-15CD		TS	Introduces transit-supportive and pedestrian-oriented development regulations and creates development standards designed to accommodate existing uses.
City Boulevard Station Area	04722214 04722223 04745201 04745209 04745301 04745302 04924103 04924105 04924108 04924109 04924110 04933104 04933521 04940101 04940102 04940103 04940104 04940105 04940106 04940110	Twenty parcels located along N. Tryon	B-2, R-5, B-1CD, B-1SCD		TS	Introduces transit-supportive and pedestrian-oriented development regulations and creates development standards designed to accommodate existing uses.
City Boulevard Station Area	04924106 04924107 04924111 04924112	Four parcels located along City Boulevard	B-2		TS	Introduces transit-supportive and pedestrian-oriented development regulations and creates development standards designed to accommodate existing uses.

Area	PID #'s	Location	Existing Zoning	Recommended Zoning Change		Reason for Change
				Rezoning	Overlay	
City Boulevard Station Area	04930128 04930129 04930130 04930131 04930132 04940108	Six parcels located along City Boulevard and W.T. Harris	CC		TS	Introduces transit-supportive and pedestrian-oriented development regulations and creates development standards designed to accommodate existing uses.
City Boulevard Station Area	04933105 04933106 04933107 04933108 04933109 04933516 04933517 04933518 04933519	Nine parcels located along Hampton Church and Washington Boulevard	R-5		TS	Introduces transit-supportive and pedestrian-oriented development regulations and creates development standards designed to accommodate existing uses.
City Boulevard Station Area	04933135 04933136 04933137	Three parcels located along McCullough, south of N. Tryon	O-1CD, B-1CD		TS	Introduces transit-supportive and pedestrian-oriented development regulations and creates development standards designed to accommodate existing uses.
City Boulevard & Harris Station Area	04930197	Parcel located along Washington Boulevard	CC		TS	Introduces transit-supportive and pedestrian-oriented development regulations and creates development standards designed to accommodate existing uses.

Area	PID #'s	Location	Existing Zoning	Recommended Zoning Change		Reason for Change
				Rezoning	Overlay	
Harris Station Area	04721101 04721104 04721105 04721108 04721113 04721114 04721119 04721121 04721125 04721126 04933101 04933102 04933103 04933130 04933601 04933606 04933607	Seventeen parcels located along N. Tryon between McCullough and WT Harris	B-2CD, O-6CD, B-2CD, O-2,		TS	Introduces transit-supportive and pedestrian-oriented development regulations and creates development standards designed to accommodate existing uses.
Harris Station Area	04721109 04721115 04721124	3 parcels located along WT Harris between University Exec. Park and N. Tryon	O-15CD, O-2		TS	Introduces transit-supportive and pedestrian-oriented development regulations and creates development standards designed to accommodate existing uses.
Harris Station Area	04721117 04721130 04721132	3 parcels located along University Executive Park	O-15CD, B-1CD, O-2CD		PED	Establishes an urban fabric by promoting a mix of uses in a pedestrian-oriented setting of moderate intensity.
Harris Station Area	04721112	Parcel located along McCullough	O-2CD		TS	Introduces transit-supportive and pedestrian-oriented development regulations and creates development standards designed to accommodate existing uses.
Harris Station Area	04721110	Parcel located along McCullough	O-15CD		TS	Introduces transit-supportive and pedestrian-oriented development regulations and creates development standards designed to accommodate existing uses.

Area	PID #'s	Location	Existing Zoning	Recommended Zoning Change		Reason for Change
				Rezoning	Overlay	
Harris Station Area	04721116 04721118 04721120 04721122 04721123	Five parcels located along McCullough Drive	O-15CD, B-1CD		TS	Introduces transit-supportive and pedestrian-oriented development regulations and creates development standards designed to accommodate existing uses.
Harris Station Area	04930123 04933603	Two parcels located along WT Harris Boulevard	INST, MUDD		TS	Introduces transit-supportive and pedestrian-oriented development regulations and creates development standards designed to accommodate existing uses.
Harris Station Area	04933133 04933134	Two parcels located along McCullough south of N. Tryon	O1CD		TS	Introduces transit-supportive and pedestrian-oriented development regulations and creates development standards designed to accommodate existing uses.
Harris Station Area	04933129 04933602 04933604 04933605	Four parcels located along Ken Hoffman	INST, MUDD, B-1CD		TS	Introduces transit-supportive and pedestrian-oriented development regulations and creates development standards designed to accommodate existing uses.
University City Station Area	04729199 04729140 04729141	Three parcels located between Doug Mayes Place and Glenwater Drive	O-1CD, CC		TS	Introduces transit-supportive and pedestrian-oriented development regulations and creates development standards designed to accommodate existing uses.
University City Station Area	04729142 04729143 04729198	Three parcels located between JW Clay and Olmsted Drive	R-22MFCD, B-1SCD		TS	Introduces transit-supportive and pedestrian-oriented development regulations and creates development standards designed to accommodate existing uses.
University City Station Area	04729144 04729146 04729147 04729148 04729149 04729150 04729151 04729152	Eight parcels located along North Tryon between JW Clay and Grove Lake	CC SPA, B-1SCD, B-1CD		TS	Introduces transit-supportive and pedestrian-oriented development regulations and creates development standards designed to accommodate existing uses.

Area	PID #'s	Location	Existing Zoning	Recommended Zoning Change		Reason for Change
				Rezoning	Overlay	
University City Station Area	04725201 04725204 04725205 04725206 04725208 04725209 04725210 04725212 04727102 04727103 04727104 04727105 04727201 04727202 04727203 04727204 04727206 04727207 04727401 04727402 04727404 04727405 04727407 04727408 04727409 04727411 04725C98 04725C99	Twenty-eight parcels located between WT Harris, JW Clay and North Tryon	B-1SCD, CC, B-1CD		TS	Introduces transit-supportive and pedestrian-oriented development regulations and creates development standards designed to accommodate existing uses.
University City Station Area	04931108	Carolina Medical Center parcel located at the intersection of WT Harris and N. Tryon	INST		TS	Introduces transit-supportive and pedestrian-oriented development regulations and creates development standards designed to accommodate existing uses.
I-85 Frontage Area (Area A-2)	04721206 04721202	Two parcels located between McCullough and I-85	NS, O-15CD		PED	Establishes an urban fabric by promoting a mix of uses in a pedestrian-oriented setting of moderate intensity.

TABLE C

PROPOSED INFRASTRUCTURE IMPLEMENTATION STRATEGIES FOR UNIVERSITY CITY MSD

Category	Proposed Strategy	Responsibility for Implementation	Potential Funding Source	Implementation Priorities
Transportation Network and Streetscape	**Transit**			
	1. ***Transit Development***: Complete the detailed design plans for and construction of the North Tryon Light Rail Corridor, including the necessary roadway and streetscape improvements to North Tryon Street.	Led by Charlotte Area Transit (CATS) and to include Planning Department		Short Term (0-5 years)
	2. ***UNC Charlotte Transit Shuttle***: Incorporate the design and development of the UNC Charlotte Campus Shuttle and station into the updated campus master plan scheduled to be undertaken in 2007.	UNC Charlotte and CATS		Short Term (0-5 years)
	3. ***Feeder Bus System***: Evaluate existing bus routes serving University City and the surrounding area to identify possible new connections to the station areas.	CATS		Short Term (0-5 years)
	Road Network			
	4. ***North Tryon / W.T. Harris Intersection Improvement:*** Undertake a study of the North Tryon/W.T. Harris Blvd. intersection to determine if long-term improvements will be needed to accommodate light rail transit and increasing traffic volumes and determine what, if any, improvements will be needed in the long-term and update the current Thoroughfare Plan.	CDOT		Short Term (0-5 years)
	5. ***Other Intersection Improvements:*** Monitor other intersections in University City to determine if any additional improvements are needed over time.	CDOT		Ongoing
	6. ***Right-of-Way (R.O.W.)Protection / Road Development:*** Use the rezoning and subdivision processes, as well as other development opportunities, to protect the ROW necessary for and/or to build/improve roads, when required, that are part of the proposed internal road network for the MSD	Planning Department and CDOT		Ongoing

Category	Proposed Strategy	Responsibility for Implementation	Potential Funding Source	Implementation Priorities
Transportation Network and Streetscape	7. ***Mechanisms for Building Local Roads:*** Explore possible mechanisms for local government's participation in developing segments of the local road network that will not be constructed through the development process and preserving right-of-way. Establishing a local road building fund for the MSD should be one of the mechanisms considered. The City's participation in filling in the gaps in the local road network will be critical to ensure connectivity exists throughout the MSD.	CDOT		Short Term (0-5 years)
	8. ***Street Cross-Sections:*** Ensure that all new and improved roads within the MSD are built in accordance with the specific street cross-sections identified in the Concept Plan.	CDOT and Planning Department		Ongoing
	9. ***Parking:*** Encourage on-street parking and shared parking where applicable.	CDOT and Planning Department		Ongoing
	10. ***Name of City Boulevard:*** Investigate the possibility of changing the name of City Boulevard to University City Boulevard (or visa versa) to have a consistent name for the entire corridor.	UCP and CDOT		Short Term (0-5 years)
	Pedestrian and Bicycle Facilities			
	11. ***Pedestrian Study:*** Undertake a pedestrian circulation analysis/study for the MSD, particularly along North Tryon Street and within transit station areas, to identify specific sidewalks and other pedestrian improvements needed to implement the pedestrian-oriented vision for the area. Implementation priorities should be determined through this process.	CDOT and UCP		Short Term (0-5 years)
	12. ***Sidewalk on Harris Boulevard:*** Work with NCDOT to seek its approval for allowing construction of sidewalks along Harris Boulevard in the MSD. This is a critical pedestrian link and opportunity.	CDOT, NCDOT and UCP		Medium Term (5-10 years)
	13. ***Pedestrian Design Elements:*** Based on the specific needs and priorities identified in the pedestrian circulation study for the MSD, install design elements such as pedestrian crosswalks, countdown signals, pedestrian refuge islands and pedestrian-level lighting in high pedestrian activity locations within transit station areas.	UCP, CDOT and Planning Department		Medium-Long Term (5-10+ years)

Category	Proposed Strategy	Responsibility for Implementation	Potential Funding Source	Implementation Priorities
Transportation Network and Streetscape	*14. **Bicycle Facilities:*** Construct bicycle facilities in accordance with the proposed bicycle network plan included in the Concept Plan, with the highest priority given to the major thoroughfares and areas within ¼ mile walking distance of station areas. This should include connections to the greenways located within the MSD.	CDOT, NCDOT, Mecklenburg County Parks and Recreation Department, and UCP		Medium-Long Term (5-10+ years)
	*15. **Connections to Toby Creek Greenway:*** Enhance and encourage pedestrian and bicycle connections to Toby Creek Greenway.	Mecklenburg County Parks and Recreation Department, CDOT and UCP		Medium Term (5-10 years)
	16. ***Pedestrian Study:*** Undertake a pedestrian study in tandem with the UNCC Master Plan to identify ways to enhance pedestrian connectivity in and around the campus and University Place.	CDOT		Short Term (0-5 years)
	*17. **Public Street Standards:*** Upgrade the road that currently serves CMC-University to public street standards and establish a signalized intersection at Harris Boulevard. This will provide a connector from the future JW Clay extension on the east side of North Tryon to Harris Boulevard.	CDOT		Medium Term (5-10 years)
Public Facilities	*18. **Regional Library Relocation:*** Explore possibilities, including a land swap, for relocating the University City Regional Library to a site within University Place or other transit station area that would make the library more accessible for pedestrians and cyclists and integrate this community-oriented use with higher intensity development.	Public Library and UCP		Medium-Long Term (5-10+ years)
	*19. **Service Levels:*** Review the current and planned service levels for the MSD and consider locating additional facilities in the area based on growth projections for the area.	Charlotte Fire Department, Charlotte-Mecklenburg Police Department, and Public Library of Charlotte-Mecklenburg		Medium Term (5-10 years)

Category	Proposed Strategy	Responsibility for Implementation	Potential Funding Source	Implementation Priorities
Parks, Greenways and Open Space	**District Park**			
	*20. **District Park:*** Identify and pursue opportunities for establishing a district park within the MSD.	Mecklenburg County Parks and Recreation Department, Planning Department and UCP		Short-Medium Term (0-10 years)
	Urban Parks			
	*21. **Urban-Parks/Open Space in Transit Station Areas:*** Identify and explore specific opportunities and priorities for creating small public parks and opens spaces in transit station areas.	Mecklenburg County Parks and Recreation Department, Planning Department and UCP		Short-Medium Term (0-10 years)
	*22. **Development Standards for Small Urban Parks:*** Update the Mecklenburg County Parks Master Plan to include development and design standards for small urban parks.	Mecklenburg County Parks and Recreation Department and Planning Department		Short Term (0-5 years)
	*23. **Public Art:*** Identify future parks and open spaces in the MSD where public art should be considered, particularly close to transit stations.	Mecklenburg County Parks and Recreation Department, CATS, area arts organizations, and UCP		Medium Term (5-10 years)
	Greenways			
	*24. **Toby Creek Greenway:*** Complete construction of the Toby Creek Greenway Phase I project to connect the commercial area on the east side of City Boulevard with the Mallard Creek Greenway	Mecklenburg County Parks and Recreation Department, UNC-Charlotte and UCP		
	*25. **Barton Creek Greenway:*** Design and construct the Barton Creek Greenway on the west side of North Tryon Street.	Mecklenburg County Parks and Recreation Department		Short-Medium Term (0-10 years)
	*26. **Doby Creek Greenway Connection:*** Explore the feasibility of adding a new overland greenway connection to Doby Creek that would extend from I-85 to City Boulevard along the western edge of the City Boulevard Transit Station Area. This would require a connection under I-85 and would be an amendment to the County's Greenway Master Plan.	Mecklenburg County Parks and Recreation Department		Short-Medium Term (0-10 years)
Environment	*27. **Relocation/Underground Burial:*** Work with local utility companies to identify possible strategies for minimizing overhead utilities within the MSD.	UCP and CDOT		Long Term (10+ years)
	*28. **Considerations for Rezonings:*** Take into account the environmental recommendations included in the Concept Plan and the Environmental Chapter of the General Development Policies when considering rezoning petitions. The more stringent of the two should apply.	Planning Department		Ongoing

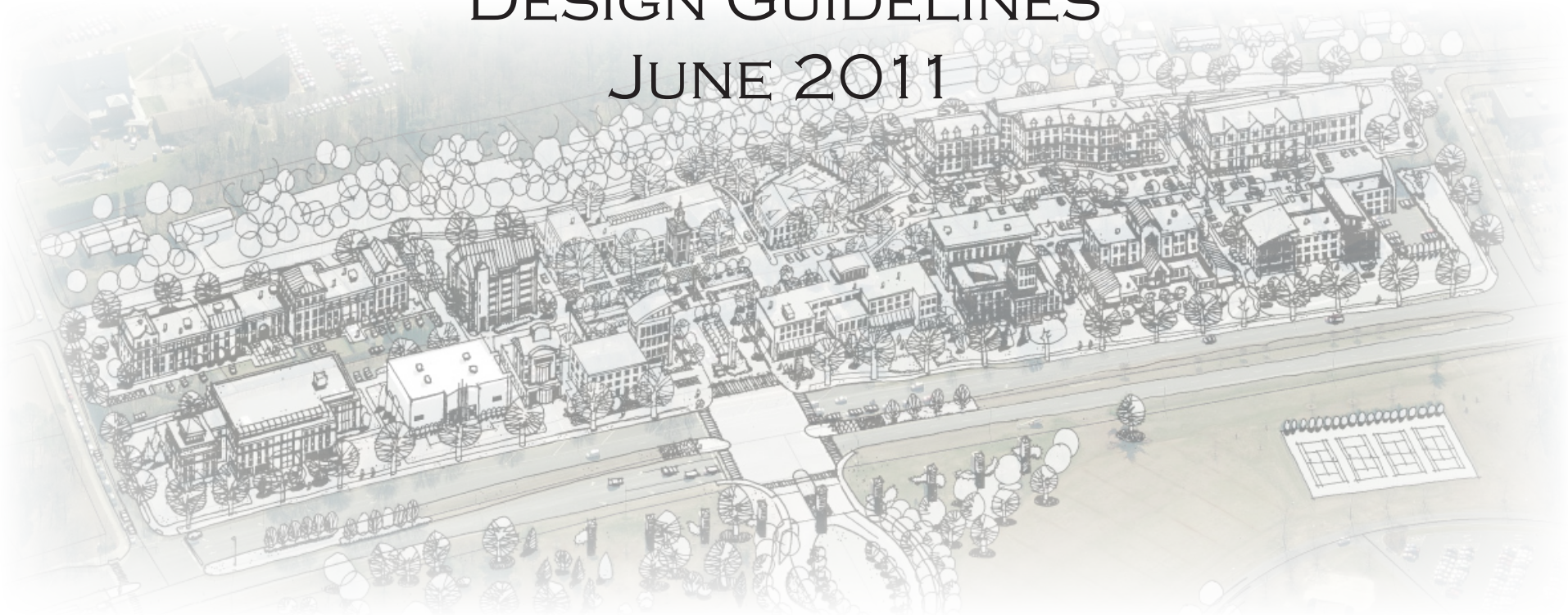
UNIVERSITY CITY AREA PLAN

Volume Three: Appendix

University City Boulevard

Design Guidelines

June 2011



CHARLOTTE.

Charlotte-Mecklenburg Planning Department

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Executive Summary

Purpose

As University City redevelops and UNC Charlotte expands, it is important that redevelopment is responsive to growth while remaining contextual to the surrounding area. These urban design principles were created to serve as a vision for future development and reinvestment in specific areas along University City Boulevard and emerged out of a growing need to take a look at the area holistically to respond to increasing (re) development pressures. While this document supplements the recommendations in the *University City Area Plan*, the guidelines are not formal policy recommendations, rather design recommendations that should be used in making more informed decisions in the development, review and approval of redevelopment proposals.

Plan Boundary

The boundary pertaining to these design guidelines is generally along University City Boulevard from the UNC Charlotte Foundation to Sams Lane and the area along Mallard Creek Church Road adjacent to the University as seen outlined in yellow on Figure A.

Key Goals and Recommendations

{ Building Form }

Develop cohesive building designs that utilize sustainable design principles and respect and enhance compatibility and integration with the neighborhood.

* Vary building heights, massing, and materials and blend scale and setbacks of new development.

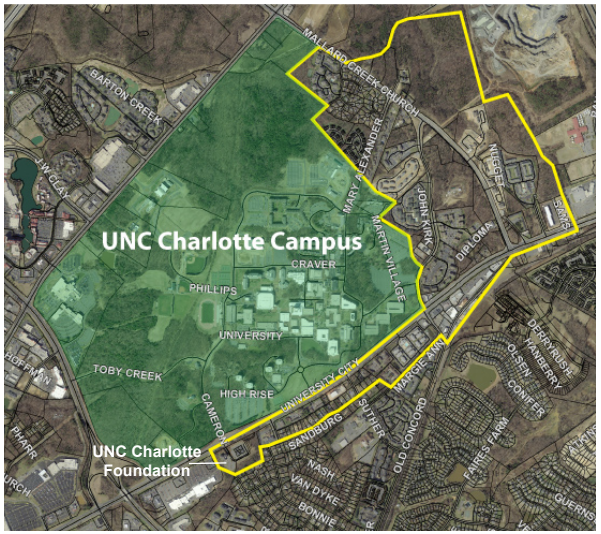

Figure 1: Plan Boundary

Existing Conditions along University City Boulevard

Pedestrian traffic crossing University City Blvd. to access campus

{ Parking }

Incorporate parking as an integrated element of urban development compatible with adjacent uses.

* Provide a mix of parking types accessed by an internal spine street.

{ Open Space }

Public and urban open spaces should encourage pedestrian activity, enhance the attractiveness of the neighborhood, and add character and identity to the community.

* Provide interconnected open space networks with pedestrian amenities that promote both active and passive recreation.

{ Access and Circulation }

Increase connectivity and provide multiple mobility options for residents and visitors that support a walkable community.

*Coordinate the location and design of site access and provide convenient pedestrian connections to promote safety and mobility.

{ Building Design and Materials }

Develop cohesive building design that utilizes sustainable design principles and respects and enhances compatibility and integration with the neighborhood.

* Utilize a mix of durable materials that promote sustainability and provide building articulation.

{ Signage }

Encourage the use of integrated signage elements to enhance the attractiveness and quality of urban development.

* Provide unified signage elements that integrate with building architecture and promote wayfinding throughout the site.

Introduction

These design guidelines were developed to lead public decision making as redevelopment occurs along the University City Boulevard corridor. The guidelines in this document describe and illustrate important physical and visual characteristics to ensure infill development and redevelopment provides an appropriate context with the existing neighborhood. This document intends to assist architects, planners and developers to design and implement development proposals.

These design guidelines have three objectives:

1. To encourage better design and site planning to enhance the character of University City and ensure that new development sensitively fits into the area;
2. To provide a tool to assist city staff, agencies, and the development industry in the design and development of infill and redevelopment projects; and
3. To provide a tool for implementing the planning principles identified in the University City Area Plan.

In 2009, UNC Charlotte undertook a major master planning initiative for their campus which included a number of planning and redevelopment initiatives. The *UNCC Draft Master Plan* (Figure 2) identifies three over arching planning principles for their campus:

1. Strengthen Our Collegiate Experiences

2. Create Memorable Places

3. Engage with Our Larger Community

UNCC Campus Today

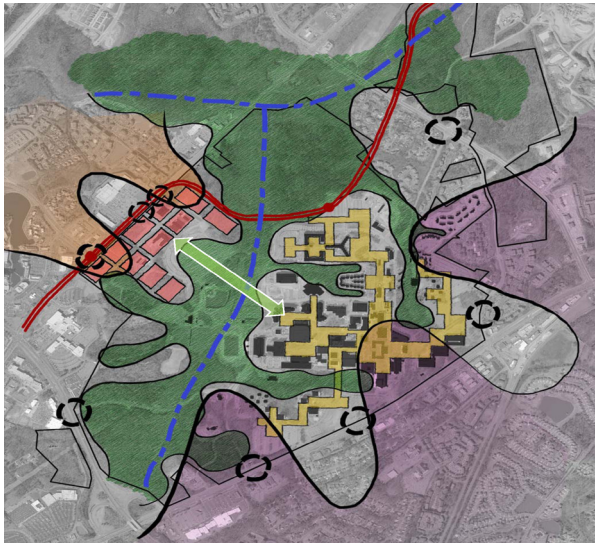

Figure 2: UNCC Future Master Plan

The aforementioned planning principles served as the foundation for these design guidelines. The master plan identifies goals of fostering mixed-use development, creating a pedestrian oriented campus, promoting sustainable development, and providing a variety of housing options that directly align with the objectives of these design guidelines. The UNCC Master Plan further identifies design guidelines that define the campus through the use of green practices, building placement, massing, and materials which this document builds upon with more specific design recommendations for sites adjacent to the campus. The master plan identifies an Arts Walk along University City Boulevard and John Kirk and the redevelopment of the area along University City can be an asset to the campus community to support this type of use.

Existing Conditions

University City Boulevard is identified as part of the Northeast Growth Corridor in the City's *Centers, Corridors and Wedges Growth Framework* policy document. Growth Corridors are generally areas with convenient transit access, increased intensity, and a more pedestrian form of development. Additionally, Growth Corridorsmay contain and seek to preserve and enhance established single-family neighborhoods.

The area along University City Boulevard is currently identified in the University City Area Plan for residential development up to 17 dwelling units per acre. In the early 1970s this area developed with suburban-style apartment homes on University City Boulevard with College Downs, a single-family neighborhood, located behind. The design context of much of University City Boulevard is characterized by narrow, auto-oriented lots with various curb cuts and surface parking lots with little to no connectivity to adjacent parcels.

The suburban-style development that characterizes University City Boulevard is prime for redevelopment that will serve both the neighborhood and the UNC Charlotte campus. As development pressures increase adjacent to campus, it is important to recognize design guidelines that will allow the area to develop in the best possible manner.

A cohesive vision will be vital to the successful redevelopment of this area and these design guidelines work to achieve context sensitive design solutions that respect the existing area while allowing redevelopment opportunities to serve the surrounding community. Proposed developments are encouraged to take advantage of these design guidelines as an opportunity to gain higher density in strategic locations, provide student housing opportunities, and increase pedestrian mobility all while respecting the existing College Downs neighborhood.

Redevelopment opportunities exist along University City Boulevard for more urban, pedestrian oriented development

Existing suburban-style development typifying the area

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Design Guidelines

It is envisioned that the sites along University City Boulevard will be planned and designed with careful consideration given to site and building designs, orientation, access, and land uses. As the area redevelops, it is important that development respects the existing College Downs neighborhood and promotes pedestrian orientation to UNC Charlotte. The following guidelines are intended to assist interested parties in achieving these objectives and are divided into several categories; Building Form, Parking, Open Space, Access & Circulation, and Building Design, each with a goal, objective, and detailed guidelines.

Building Form

As University City redevelops, a more compact, urban style of development should take the place of the current pattern of development. Commercial uses should be located at the street level to encourage street level pedestrian activity and building forms should respond to the surrounding neighborhood.

Goal: Develop cohesive building designs that utilize sustainable design principles and respect and enhance compatibility and integration with the neighborhood.

Objective: Avoid the visual appearance of buildings that present an overwhelming form, mass, and scale.

Guidelines:

• Use projections, recesses, and variations in building height, setbacks and textures to enhance the streetscape without imposing overwhelming scale on adjacent uses, specifically frontage along Sandburg Avenue.

• Avoid large uninterrupted surfaces greater than 20' in length and use materials, architectural elements and facade modulations to break up building mass and mitigate development impacts on adjacent uses.

Variations in building heights and materials can reduce impacts on adjacent properties

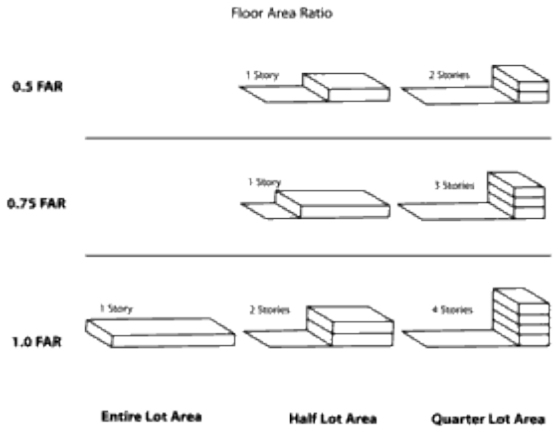


Figure 3: Maintain a minimum FAR of at least .5 or greater

Development fronting Sandburg Avenue should be residential in nature

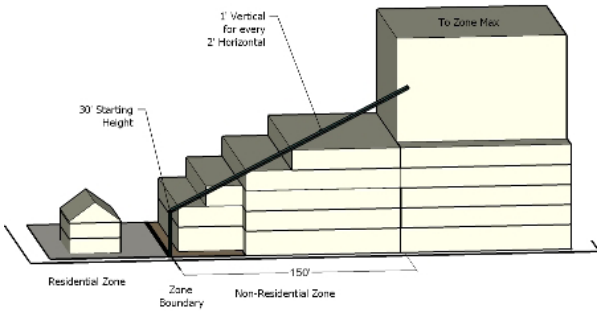


Figure 4: Step back upper stories adjacent to single family residential (example)

Guidelines:

• The total minimum floor area ratio of buildings on a site shall not be less than .50 square feet of floor area to one (1) square foot of the development site (.50 FAR) (Figure 3).

• Design structures to reduce their perceived height and bulk by dividing the building mass into smaller-scale components and varying the height and pitch of the roof.

• Development along Sandburg Avenue and adjacent to single-family residential shall be residential in nature and no building facade fronting Sandburg Avenue should exceed four stories or forty (40) feet in height in a single plane.

• Buildings along University City Boulevard should maintain a strong pedestrian character. Position buildings at 32' setbacks along University City Boulevard and orient building facades towards roadways and public spaces. First floor storefronts for restaurant and retail are strongly encouraged.

• Blend the scale of new development and provide a 30' setback along Sandburg Avenue across from existing single-family residential development with planting strip and sidewalk widths consistent with the *Urban Street Design Guidelines*. Buildings fronting the internal spine street should maintain a 24' setback and accommodate planting strip and/or on street parking and sidewalk widths consistent with *USDG*.

• Orient buildings with the greatest massing and height to University City Boulevard and the proposed internal spine street and taper heights to residential edges. Step back upper floors above 40' along Sandburg Avenue, Suther Road, and Mark Twain Road at a rate of one (1) additional foot of height for every ten (10) feet of additional distance the portion of the building is from the edges of nearby single-family zoning districts (Figure 4).

Parking

Parking for developments along University City Boulevard should not impose a negative impact on the neighborhood and be integrated into the overall site design. Multi-purpose parking areas and parking structures are encouraged to maximize land use and reduce the overall impact on the neighborhood and pedestrian environment.

Goal: Incorporate parking as an integrated element of urban development compatible with adjacent uses.

Objective: Address appropriate locations for parking, size of parking areas, paving materials, landscaping and screening throughout new developments.

The creation of convenient on-street parking along an internal spine street encourages street activity

Guidelines:

• Utilize structured parking, on-street parking, integrated parking areas, and/or shared parking to minimize the land area devoted to parking and reduce environmental impacts.

• Orient service and loading areas, mechanical equipment, utilities, and parking areas away from single-family residences and public rights-of-way.

• Minimize parking and design access locations along an internal spine street so that their appearance is residential in nature. Parking should not be located along edges fronting existing single family residential (Figure 5).

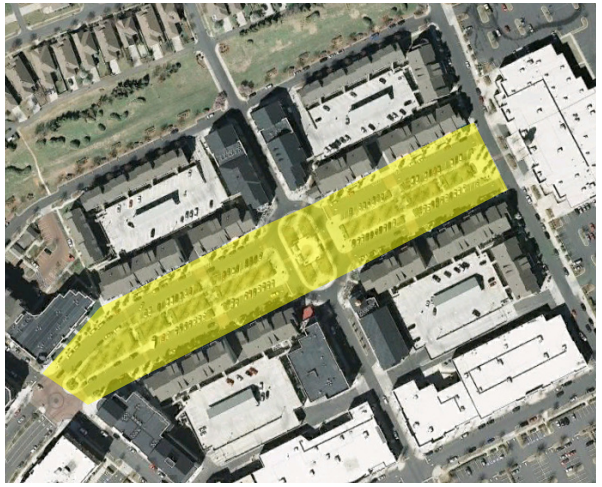
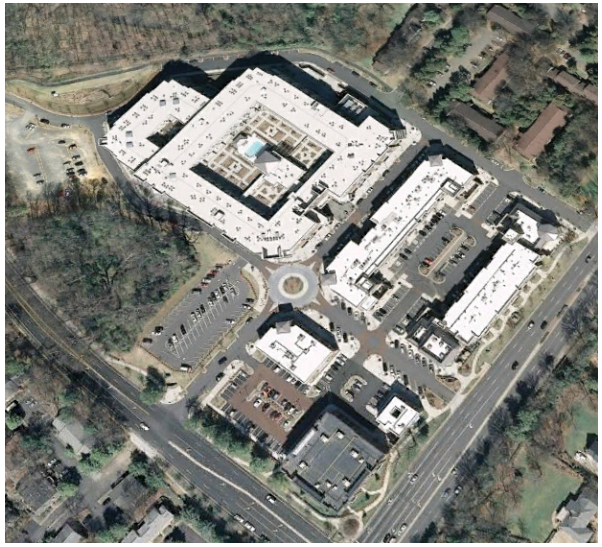


Figure 5: Create an internal spine street to access buildings

• Integrate traffic calming techniques, such as landscape islands, bulb-outs, and detailed crosswalks to increase pedestrian safety.

• Incorporate quality materials and finishes into the buildings design and provide modulations, architectural elements, details, materials and finishes that unify the parking structure within the larger development.

Wrapping parking structures with active uses promotes pedestrian mobility



Using a combination of structured, surface and on-street parking minimize land needed to provide parking

Guidelines:

• Design parking structures fronting public spaces with active retail, office, civic, institutional, or residential uses. Parking structures without active uses shall be appropriately designed to screen parked cars from the street.

• Design surface parking lots on a street/block pattern and use pedestrian circulation, landscaping or public open space to separate surface parking areas.

• Avoid surface parking between the principle building and the required setback or adjacent to single-family residential uses (Figure 6).

• Consider the use of pervious pavement systems to promote sustainability and reduce environmental impacts of development.

• When surface parking is necessary, buffers and screening should exceed minimum ordinance requirements to provide shade and minimize impacts of surface parking.

• Screen surface parking with landscaped buffers, low masonry walls, architectural walls or a combination that provides continuous screening at a height of 3’ and width of at least 5’ (Figure 7).

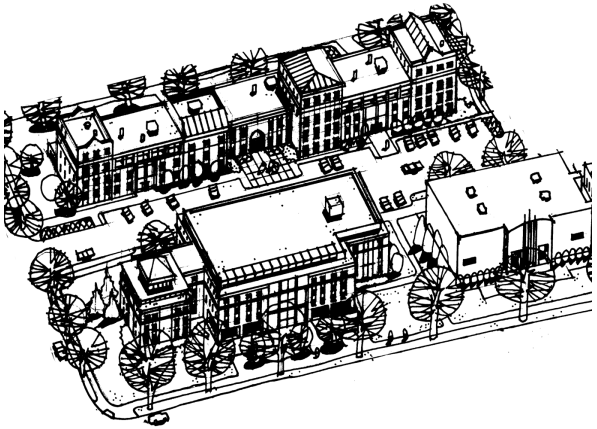


Figure 6: Avoid surface parking between buildings and setbacks

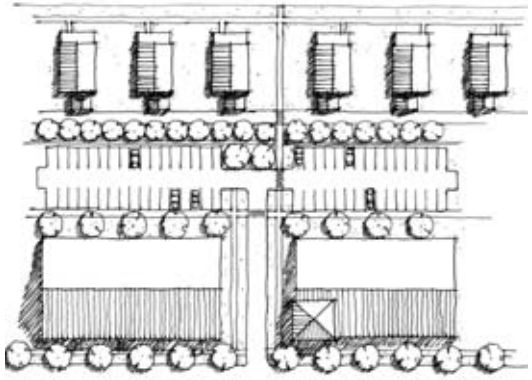


Figure 7: Utilize appropriate screening to buffer surface parking

Open Space/Landscaping

As University City Boulevard redevelops, a network of accessible, convenient open and public spaces should be designed that will promote pedestrian activity and provide public gathering spaces. Landscaping and amenities serve to enhance the space and soften the visual impact of buildings and parking.

Goal: Public and urban open spaces should encourage pedestrian activity, enhance the attractiveness of the neighborhood, and add character and identity to the community.

Objective: Provide a variety of open spaces in key locations.

Guidelines:

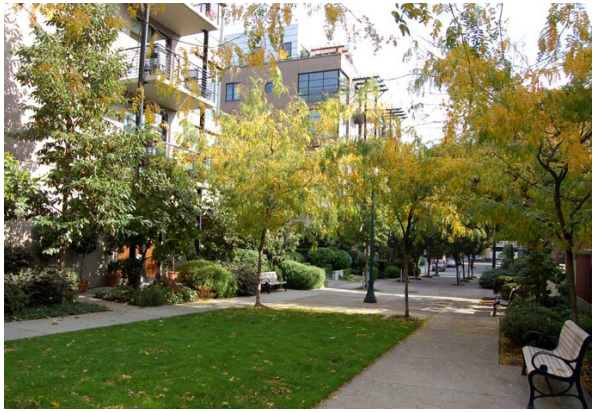
• Interconnect open spaces and incorporate pedestrian amenities, including, but not limited to; furnishings, hardscapes, landscaping, artwork, lighting, water features, and decorative details (Figure 8).

• Retain existing trees and landscape materials where feasible. Screening and landscaping along single family residential edges should exceed existing ordinance requirements.

• Provide ground-level open space to promote active and passive uses within public spaces.

• Integrate public spaces with street patterns, block configurations, and building placements to establish a network of gathering places, open spaces, and streetscapes.

• Buffer new development from existing single family residential with a minimum ten (10) foot buffer consisting of a combination of evergreen shrubs and trees. Buffers should exceed ordinance requirements along single-family residential edges.



Provide open space with pedestrian amenities

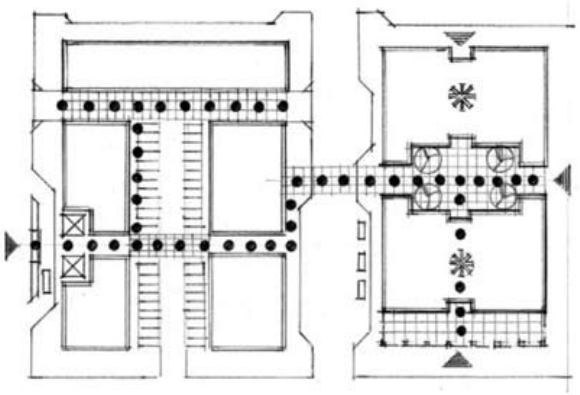


Figure 8: Interconnect public and open spaces to promote pedestrian mobility

Integrating public art, specifically student art, within public and open spaces helps to create identity and character

Ground level open space offers opportunities for passive recreation

• The use of public art, especially UNC Charlotte student art, is strongly encouraged in public spaces to support the proposed UNC Charlotte Art Walk. Public art should be a focal feature and integrated into the overall site design.

• Orient public open spaces towards building entries and strategically locate courtyards and open spaces near pedestrian walkways to create desirable gathering destinations and increase safety (Figure 9).

• Utilize public open spaces to create compatible transitions to adjacent single family uses and provide an organized planting scheme that will provide consistent landscape year-round.

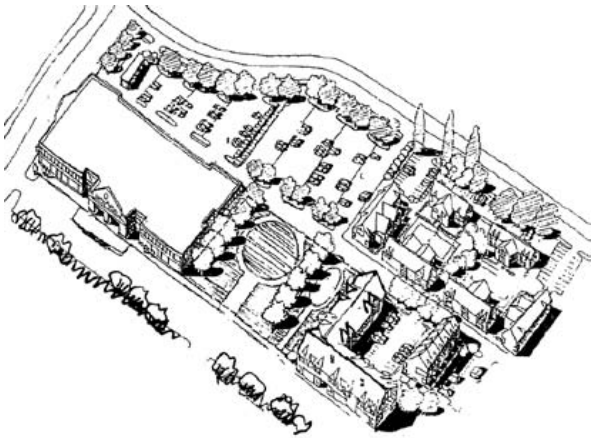


Figure 9: Locate public spaces convenient to public walkways and building entries

Access and Circulation

The *University City Area Plan (2007)* places a high priority on pedestrian mobility for areas in close proximity to UNC Charlotte. As such, access and circulation in and around redevelopment sites along University City should allow for all modes of transportation in a safe and efficient design and minimize conflicts between pedestrian and vehicle traffic.

Goal: Increase connectivity and provide multiple mobility options for residents and visitors that support a walkable community.

Objective: Establish an organizing framework of roadways, primary drive aisles, and pedestrian walkways that provide an internal circulation network.

Guidelines:

• Coordinate the location and design of vehicular ingress/egress to maintain safe visibility for pedestrian and vehicular circulation. Primary ingress/egress should be located along an internal spine street with secondary access from Sandburg Ave. (Figure 10)

• Integrate a similar landscape treatment to that of the UNC Charlotte frontage for a unified appearance using similar plant materials, artwork, signage and land contouring to create a sense of place.

• Drive-thru facilities are strongly discouraged. When drive-thru facilities are deemed necessary for a professional office, they should be located to the rear or side of the building and away from public rights-of-way.

• Coordinate with NCDOT to develop signalized intersections along University City Boulevard in a manner that is conducive to pedestrian activity and safety to create a sense of place.

• Provide site ingress/egress from a secondary, internal spine road and coordinate and combine access points with adjacent uses to reduce or eliminate multiple vehicular access points (Figure 10).

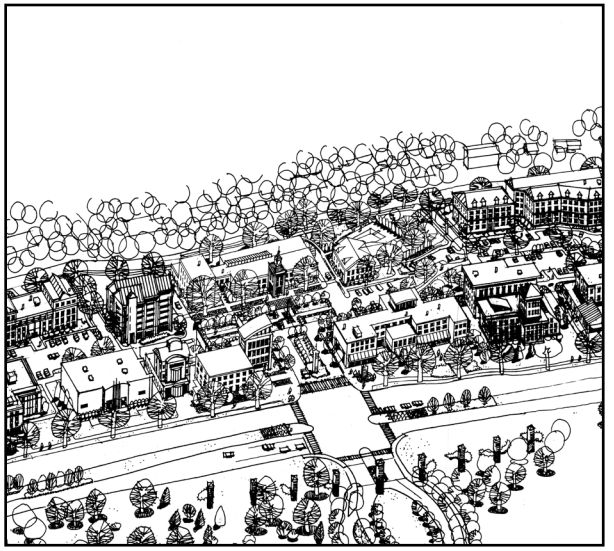


Figure 10: Provide building ingress/egress from internal spine street

Unify development entrance with UNC Charlotte campus

Delineate pedestrian crossings and gathering spaces with a variety of materials

• Primary ingress/egress should be located directly across University City Blvd. from the UNC Charlotte entrance and should be an aesthetic focal point of the overall development (Figure 11).

• Prepare a master development plan that establishes a unified site design with an internal circulation pattern that accommodates both vehicular and pedestrian traffic.

• Design connections to single family residential areas as attractive entry ways and respect the nature and scale of the existing neighborhood.

• Provide an organized street and sidewalk system, based on the Urban Street Design Guidelines, to accommodate room for pedestrian circulation, outdoor dining, and vehicle maneuvering.

• Provide multiple pedestrian linkages throughout the development, including direct sidewalk connections at intersections and convenient, safe pedestrian access to UNC Charlotte.

• Utilize paving stones, colored, stamped concrete or similar hardscape materials to delineate pedestrian crossings and gathering spaces.

Figure 11: Access and Circulation

Building Design and Materials

Exterior building designs can enhance the pedestrian realm and quality materials provide detail that reduces perceived bulk to promote human scale. New structures along University City Boulevard should use architectural building designs and materials compatible with UNC Charlotte campus buildings to create a unified campus environment.

Goal: Develop cohesive building design that utilizes sustainable design principles and respects and enhances compatibility and integration with the neighborhood.

Objective: Feature quality, durable materials to promote an aesthetic development character.

Guidelines:

• Orient and design building facades at street level to enhance the pedestrian streetscape through the use of windows, entrance locations, exterior materials, and architectural detailing.

• Use horizontal variation of materials, windows, or architectural treatments to avoid extensive blank walls (larger than 20' in length) that detract from an active streetscape (Figure 11).

• Integrate building architecture that complements the design and materials of buildings on the UNC Charlotte campus. The primary material should be brick with with pre-cast accents to distinguish building articulation.

• Provide well marked entryways and use awnings along street frontages and open spaces to create pedestrian interest.

• Employ different architectural treatments on ground floor facades to distinguish the ground floor from upper stories.

Provide well-marked entryways and orient building facades to the street

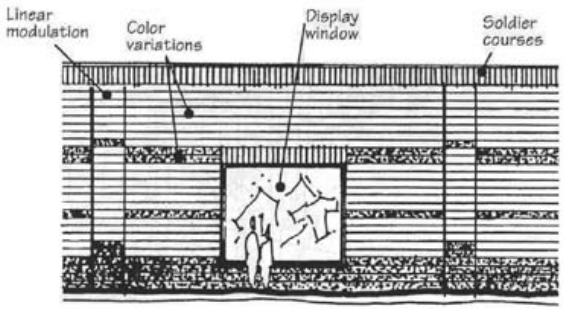


Figure 11: Use material variations, windows, etc. to avoid blank walls

Use architectural, pedestrian scale lighting throughout development

Utilize architectural elements such as brick and pre cast stone to complement UNCC building materials.

• Feature durable, sustainable materials that provide variety and avoid the use of stucco and vinyl siding when feasible.

• Maintain 50 percent transparency on the ground floor of all commercial uses adjacent to public spaces and rights-of-way.

• Utilize architectural, energy-efficient lighting where feasible.

• Direct lighting away from adjacent properties and roadways, and shield as necessary.

• Provide architectural accent lighting on building exterior.

Distinguish ground floor facades from upper stories

Signage

Signage is an important part of a building's architectural character. Appropriately scaled signage adds interest to the pedestrian and street level environment. Signage can help unify the architectural concept of a building and help to provide a unique identity for individual businesses.

Goal: Encourage the use of integrated signage elements to enhance the attractiveness and quality of urban development.

Objective: Utilize appropriately scaled signs that incorporate architectural elements integrated with the overall building design.

Guidelines:

• Provide signage to identify individual storefronts, buildings and uses along public spaces and sidewalks.

• Avoid the use of large, single signs, pole signs, and ground-mounted signs with multiple tenants and large amounts of text.

• Implement a clear "way-finding" signage system for both vehicles and pedestrians.

• Avoid the use of neon and back-lit signage, specifically along single family residential edges on Sandburg Avenue.

• Integrate the location and design of signage with the overall building architecture.

• Feature similar sizes, materials, colors and lettering throughout the development's signage.

Integrate location and design of signage with building architecture

Utilize architectural signage to create a sense of place

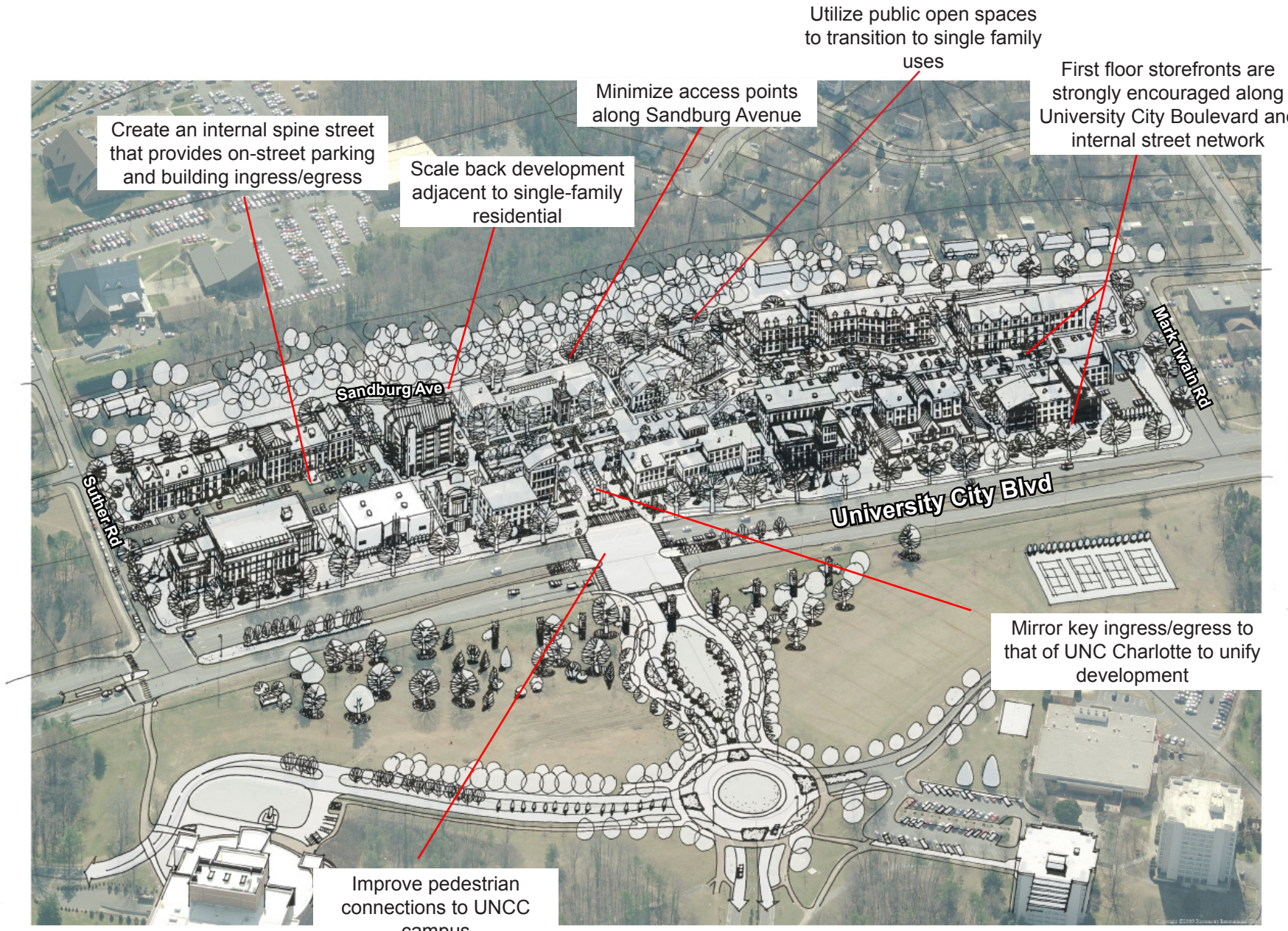


Figure 13: Design Scenario for University City Boulevard

Conclusion

As the area along University City Boulevard and adjacent to the UNC Charlotte campus redevelops, it is important to guide development in a way that successfully accommodates growth and responds to the context of the campus and its surrounding environment. To that end, this document sets the stage for future growth and development consistent with the community's vision for the future outlined in the *University City Area Plan*.

The recommendations in this document are intended to help ensure that development occurs in such a way that it contributes to the long term sustainability of the area and helps to fulfill the vision set forth by both the *University City Area Plan* and *UNC Charlotte Master Plan*. These recommendations will be used as a resource for evaluating development proposals, rezoning petitions, transportation and roadway plans, public improvements, and similar activities.