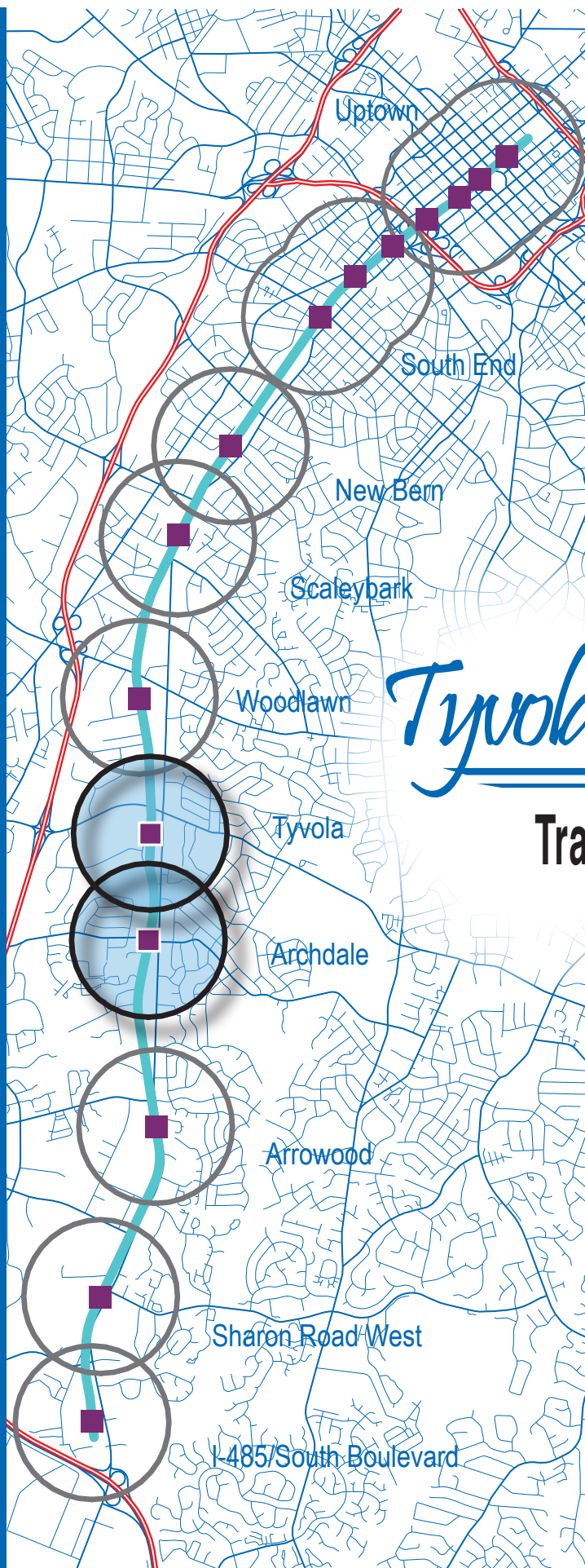


south corridor station area plans



Tyvola & Archdale

Transit Station Area Plan

ADOPTED BY CHARLOTTE CITY COUNCIL

NOVEMBER 10, 2008



2009

**NORTH CAROLINA MARVIN COLLINS
OUTSTANDING PLANNING AWARD**

SPECIAL THEME CATEGORY
Sustainable Community Planning

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Executive Summary

Purpose

The Tyvola & Archdale Transit Stations are the eleventh and twelfth stations heading south from Center City along the South Corridor Light Rail Transit (LRT) line, also known as the LYNX Blue Line.

The Tyvola & Archdale Transit Station Area Plan is the fourth of a series of plans for areas around the stations south of South End. The *Introduction to the South Corridor Station Area Plans* lays the foundation for the station area plans. This plan builds on that document. It analyzes current conditions in the area around the station, detailed in the Appendix.

The Concept Plan makes recommendations to bring the right mix of development to complement the transit investment, and to optimize the land use and infrastructure within the wider surrounding area to support its continued viability. The Concept Plan is the only section of this document to be adopted by City Council.

Study Area

The plan examines the area within approximately 1/2 mile of the two transit stations. The actual stations are along Old Pineville Road, elevated above street level. Both are linked to South Boulevard by direct street connections. However, the plan area covers a much larger area, extending from I-77 on the west to the Madison Park, Montclair, and Starmount neighborhoods on the east, and from above Tyvola Road on the north to the vicinity of Silverleaf Road and Edgewater Drive on the south. It is mostly in a Growth Corridor, as envisioned by the City's Centers, Corridors and Wedges growth framework, but also includes a portion of the adjoining neighborhoods, in a Wedge.

Opportunities & Constraints

Through examination of existing conditions in the Tyvola & Archdale plan area (see Appendix), opportunities to build upon and constraints to overcome were identified. The station locations are highly visible and accessible from South Boulevard. The area around Tyvola Station is between two strong office markets. The area around Archdale Station has an extensive and diverse housing stock. The plan area is challenged by existing land uses that do not generate transit activity, its relatively poor pedestrian environment, the active railroad line that bisects the area, and the disconnected street network.

Tyvola & Archdale Transit Station Area Plan

Vision

The desired future for the plan area is highlighted in the following vision statement:

The Tyvola & Archdale study area will become one of a series of vibrant, high density transit villages along the South Corridor. Within its boundaries, there will be three distinct areas:

- **Transit Station Area:** The core of the study area, encompassing both transit stations, will transform into a pedestrian-oriented urban district. This district will include opportunities for living, working, and shopping.
- **General Corridor Area:** The area between the Transit Station Area and I-77 will include a range of uses appropriate for a Growth Corridor. Existing light industrial, warehouse, office, retail, and hotel uses will remain, especially close to the I-77 and Tyvola Road interchange. Over time, some uses closest to the transit station may redevelop as higher density mixed uses. Existing multi-family areas may remain or redevelop at higher density. The single family Montclair South neighborhood and the neighborhood around Silverleaf Road and Green Hill Drive will be preserved and protected from incompatible uses.
- **Wedge Neighborhood Area:** The lower density residential character of the existing Madison Park, Montclair, and Starmount neighborhoods will be maintained.

Land Use and Community Design

The plan contains a number of recommendations related to Land Use and Community Design within each of the three areas noted in the vision statement. The recommendations, shown on Map 3, include:

Transit Station Area

- Promote mix of transit supportive land uses in Transit Station Area, generally within 1/2 mile of the two stations; support more intense development of CATS Park & Ride lots.
- Provide active, ground floor, non-residential uses such as retail or office, at key locations.
- Create urban plazas near the Transit Stations.
- Ensure that development adjacent to single-family homes provides good transition.

General Corridor Area

- Maintain locations for low to moderate intensity office, commercial, light industrial, and warehouse uses in the vicinity of Tyvola Road and I-77.
- Maintain existing single family neighborhoods, including Montclair South in vicinity of Archdale Road west of Old Pineville Road, and neighborhood around Silverleaf Road and Green Hill Drive.
- Provide for a mix of commercial and residential land uses along South Boulevard south of the Station Area.
- Support Moderate Density Residential Use south of Archdale Park and at the Grand Oaks Apartments, under specific criteria; ensure that redevelopment retains street network and tree canopy, and provides appropriate height and density transition.
- Make adjustments to South Growth Corridor boundary.

Wedge Neighborhood Area

- Maintain single family portion of Madison Park, Montclair, and Starmount neighborhoods consistent with existing zoning.
- Maintain moderate density residential uses along the west edge bordering the station area consistent with existing zoning, and recognize the opportunity for redevelopment other parcels directly fronting the station area under specific criteria.

Transportation and Streetscape

Transportation recommendations address proposed new streets and enhancements to existing streets to make them more pedestrian and bicycle friendly. The recommendations, shown on Map 4, include:

- Provide new street connections at key locations; Maintain and enhance existing street network.
- Consider new street crossings of the rail line at Seneca Place (at grade) and Greenhill Drive (grade separated).
- Address spacing of intersections on Tyvola Road to improve traffic flow.
- Eliminate sidewalk system gaps in Transit Station Area, and in sidewalk connections to the residential areas.
- Improve sidewalk system along major thoroughfares, and in General Corridor Area.

- Enhance pedestrian and bicycle crossings at key locations.
- Extend bicycle lane on Archdale Drive and Seneca Place; site new development to allow for future bicycle lanes on South Boulevard.
- Install Pedestrian Lighting in key locations.

Streetscape Cross-Sections

This section recommends future cross sections for streets, and identifies building setbacks and streetscape standards based on the ultimate curbline location. These standards supplement requirements in TOD and other urban zoning districts. Based on the City's *Urban Street Design Guidelines*, they will be met by developers who undertake new development or major renovation in the plan area. Map 5 shows the location for each type. The following street types are recommended for the plan area:

- **Avenue:** 4-lane divided and 2-lane undivided
- **Boulevard**
- **Main Street**
- **Office/Commercial Street-** wide
- **Local Residential Street-** wide

Infrastructure and Environment

The core of the plan area includes present and former commercial and industrial development, much of which is expected to be redeveloped. Its infrastructure may require augmentation for more intense new uses. The plan recommendations include:

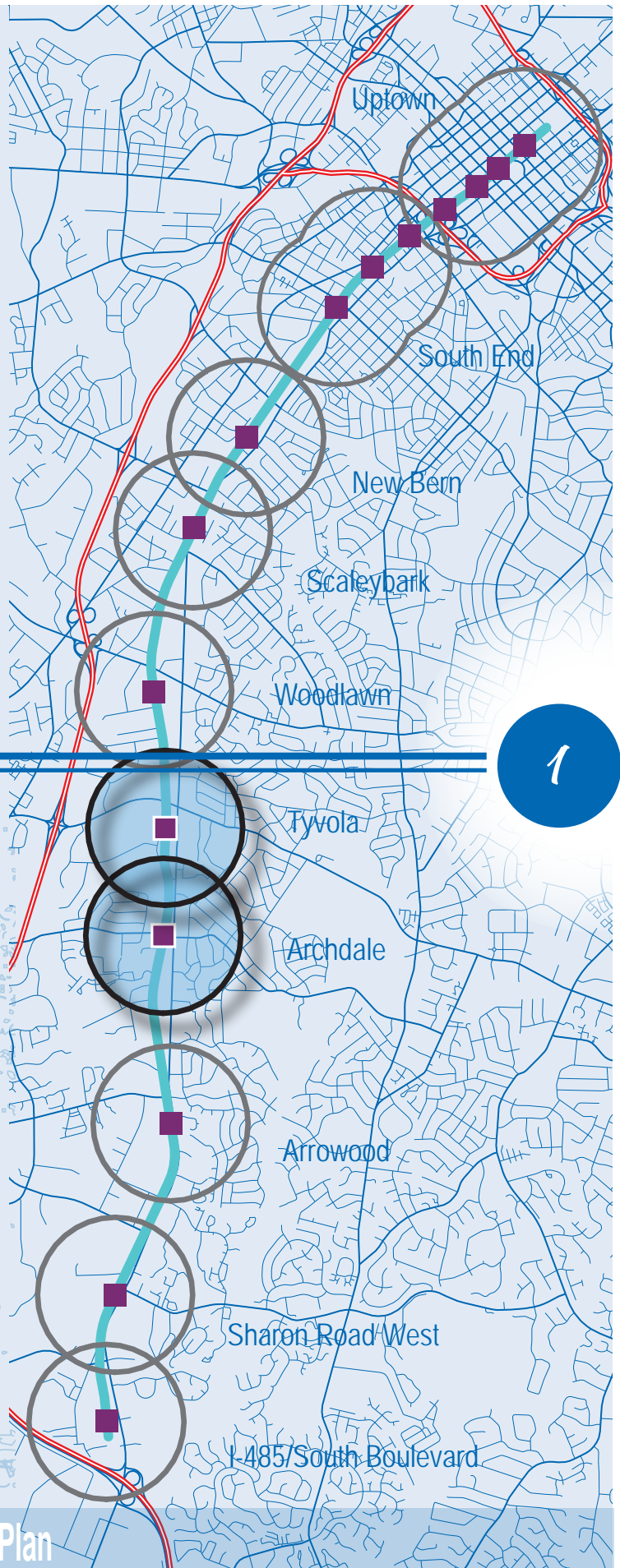
- Encourage burying of overhead utility lines.
- Encourage small urban open spaces in Transit Station Area.
- Make street trees a feature of all streets, and reduce impervious surfaces.
- Design new buildings to reduce stormwater runoff and improve water quality; protect and enhance watersheds.

Implementation Plan

The Implementation Plan recommends projects to implement the policy recommendations of the Concept Plan. Because the Implementation Plan is not adopted by elected officials, it is a guide, not a commitment. The Implementation Plan recommends a number of sidewalk improvement and street connection projects, as well as corrective rezonings as shown on Map 6.

Volume 1: Concept Plan

1



Tyvola & Archdale Transit Station Area Plan



Study Area Context

The Tyvola and Archdale Transit Stations are the eleventh and twelfth stations heading south from Center City along the South Corridor Light Rail Transit (LRT) line, also known as the LYNX Blue Line. Tyvola and Archdale are in the middle section of the corridor, just south of Woodlawn Station, and north of Arrowood.

This document is the fourth of a series of plans for the station areas extending south from South End. It covers the area surrounding two stations. The plan is divided into the Concept Plan, the Implementation Plan, and an Appendix containing a thorough review of existing conditions. The Concept Plan is the only section of the plan adopted by City Council. The Concept Plan:

- Defines the growth and development vision for the area surrounding the Tyvola and Archdale LRT stations;
- Makes recommendations for land use, transportation, urban design, and other development-related topics;
- Updates the Centers, Corridors and Wedges boundaries for the plan area from those initially outlined in the Transportation Action Plan; and
- Serves as the official streetscape plan for the combined station area once the Concept Plan is adopted.

Planning Process

Initial planning for the Tyvola & Archdale study area began in conjunction with planning for the South Corridor LRT line. A community planning and urban design consulting firm and an interdepartmental staff team, led by Planning Department staff, held public meetings to gather initial input from area residents and property owners. The staff team has developed plan recommendations based on citizen input, the area context, and guidance from a number of City Council adopted policies.

Prior to adoption of the plan, staff will hold additional public meetings with area residents and property owners to present the plan recommendations and to receive feedback. The next step of the process will be presentation to the Planning Committee of the Charlotte-Mecklenburg Planning Commission who will hear citizen comments and make a recommenda-

tion to the Charlotte City Council. The City Council will also hear citizen comments and make a final decision concerning adoption of the plan.

More detailed information on the background, purpose and process for developing this, and other, station area plans can be found in the companion document, *Introduction to the South Corridor Station Area Plans*.

Plan Boundaries

The Tyvola Transit Station is located on the South Corridor light rail line on Old Pineville Road, south of Tyvola Road. It is connected to South Boulevard by Grover Road. The station platform is elevated above street level, accessible by stairs and elevator. This station functions as a Regional Station based on its location near the regional roadways of Tyvola Road and I-77. It is designed to serve an area of 5 miles or greater, with the assistance of bus connections and the 469-space park-and-ride facility.

The Archdale Transit Station is located on Old Pineville Road at Archdale Drive, just west of South Boulevard. The station platform is elevated above street level, accessible by stairs and elevator. This station functions as a Neighborhood Station, meaning it mainly serves pedestrians coming from a 1-mile radius around the station, with the support of bus connections. As a Neighborhood Station, it is intended to fit within the existing community fabric. It also is served by a 432-space park-and-ride facility.

A Transit Station Area is defined as the property generally within about a ½ mile walk of a transit station. The Tyvola and Archdale stations are only about ¾ mile apart; as such, they effectively merge as a single walkable station area. For contextual purposes, the boundaries of the Tyvola & Archdale Transit Station Area Plan cover an area larger than this consolidated station area.

The plan area is bisected by the light rail line, is bounded on the west by I-77 and also includes major streets such as South Boulevard, Old Pineville Road, Tyvola Road, and Archdale Drive. This larger plan area falls primarily within the South Growth Corridor but also includes a portion of a Wedge as defined by the Centers, Corridors and Wedges growth framework. The plan boundaries are shown on Map 1; they follow existing zoning and block configurations.



Tyvola Station is elevated above Grover Road, and highly visible to the surrounding area.



Archdale Station platform.

The Tyvola & Archdale Transit Station Area is the primary focus of this plan. The area will be the most influenced by- and have the ability to influence- the success of the LRT line. The plan also addresses portions of the Madison Park, Starmount, Montclair, and Montclair South neighborhoods, as well as areas within the South Growth Corridor but outside of the station area, primarily adjacent to I-77.

Opportunities and Constraints

Review of the existing conditions reveal a number of opportunities and constraints to transforming the core of the study area into a transit supportive environment. Success will depend upon effectively dealing with the constraints and capitalizing on the opportunities described below.

For a complete discussion of existing conditions, see the Appendix of this document.

Opportunities

- Station Location:** Both the Tyvola and Archdale Transit Stations are elevated and highly visible to the surrounding area, and accessible by stair and elevator. Both stations have CATS Park and Ride lots. A portion of the Tyvola lot is right at the base of the station; the Archdale lot is a bit further past other development. Both stations are at east-west street connections, providing good accessibility in both directions. The convenient and visible station locations can be a catalyst for the redevelopment of properties surrounding the stations, and might in time become focal points for a transit oriented district.
- Assembled Land:** There are a few large parcels in single ownership in the station area which could be redeveloped for higher density mixed use in the future. These include several shopping center properties along South Boulevard, and the Yorktown Apartments off of Tyvola Road.
- Underutilized Land:** Some of the land in the station area on Old Pineville Road, especially near Tyvola Station, is vacant or underutilized. The area has potential to accommodate higher density uses desired for a Transit Station Area.
- Redevelopment Opportunities:** A 2003 market study by Charles Lesser & Company found that the Tyvola station area is the strongest opportunity among stations on the South LRT line for more intense commercial development. This projection is based on the area's close proximity to Interstate 77, as well as its location between South Park and the emerging Coliseum office submarket.
- Housing Diversity:** The Archdale station area has considerable diversity in the type and cost of its housing stock, including single-family neighborhoods, townhouse condominiums, and multi-family apartments. If perceptions of the area regarding crime are addressed, the Charles Lesser & Company study projects a strong market for mixed-income residential redevelopment, with accompanying new neighborhood serving retail uses.

- **Stable Residential Neighborhoods:** The Madison Park, Montclair, Montclair South, and Starmount neighborhoods provide a strong residential element to the station area. Protection of these neighborhoods will be especially important as new higher intensity development is added to the station area.
- **Improved Transportation Environment:** As a part of the Light Rail construction project and the South Corridor Infrastructure Program (SCIP), a number of physical and visual improvements to the streetscape were made along portions of Tyvola Road, South Boulevard, Grover Road, Old Pineville Road, and Archdale Drive. These have made the area safer, more attractive, and with better access for pedestrians, cars, and bikes. As development occurs, additional transportation improvements should include similar facilities to accommodate a variety of users.

Constraints

- **Railroad Line:** The Norfolk Southern railroad line bisects the plan area and parallels the LYNX light rail line from just below Tyvola Road southward. This limits opportunities for safe pedestrian and vehicular crossings of the line.
- **Small Parcels Adjacent to Stations:** Much of the property closest to the two transit stations consists of property in small parcels in use as automobile-oriented individual retail uses. Such properties do not generally support a walkable environment, and can be difficult to assemble into larger sites for dense mixed use development.
- **Recent Office Park and Warehouse Development:** The development in the vicinity of Tyvola Road and Griffith Street includes relatively recent industrial and warehouse properties, flex office space, freestanding hotel properties, and big box retail development. Some of these uses are in relatively close proximity to the Tyvola transit station. While successful in their own way, they do not represent the higher density transit-oriented development desired close to the station.
- **Street Network:** The plan area currently has a largely disconnected and sparse street network. Some of the neighborhoods to the east of South Boulevard have few connections to South Boulevard. The office, commercial, and industrial area south of Tyvola Road consists of a series of cul-de-sacs and dead end

parking lots. Better connections and an extensive street network leading into and through the station area will be needed to support the high intensity transit oriented development anticipated.

- **East-West Mobility:** Tyvola Road, Grover Road, and Archdale Drive provide east/west connections through the station area. However, these are the only east/west crossings of the rail line, limiting routes to surrounding properties.
- **Pedestrian Environment:** Many of the streetscapes in the industrial and commercial districts of the study area are uninviting to pedestrians. With intermittent narrow sidewalks, absent planting strips and street trees, multiple curb cuts, and poor lighting, the streets are currently more oriented to vehicular travelers than pedestrians.
- **Need for Open Space:** The 16-acre Archdale Park has a few amenities, but is largely undeveloped. The two schools in the study area also offer open space. Additional open space, consistent with an urban environment, is desirable in the station area.
- **Need for Improved Natural Environment:** Currently, the core of the Station Area has few trees and minimal landscaping. As the area redevelops, there will be a need to improve the quality of the environment by planting additional trees and landscaping.



The Norfolk Southern railroad line bisects the plan area and parallels the LYNX light rail line from just below Tyvola Road southward.

Vision

The Tyvola & Archdale plan area will become part of the series of vibrant, high density transit villages along the South Corridor. Within its boundaries, there will be three distinct areas:

- **Transit Station Area:** The core of the study area, encompassing both the Tyvola and Archdale transit stations, will transform into a pedestrian-oriented urban district. This district will include opportunities for living, working, and shopping.
- **General Corridor Area:** The area between the Transit Station Area and I-77 will include a range of uses appropriate for a Growth Corridor. Existing light industrial, warehouse, office, retail, and hotel uses will remain, especially in the areas close to the I-77 and Tyvola Road interchange. Over time, some of these uses closest to the transit station may redevelop as higher density mixed uses. Existing multi-family areas may remain or redevelop with higher density housing. The single family Montclair South neighborhood and the neighborhood around Silverleaf Road and Green Hill Drive will be preserved and protected from incompatible uses.
- **Wedge Neighborhood Area:** The lower density residential character of the existing Madison Park, Montclair, and Starmount neighborhoods will be maintained.

Map 2 illustrates the development concept for the Tyvola & Archdale plan area.



The Tyvola Station platform is above grade, reached by stairs and elevator.

Goals

To achieve this vision, the following goals have been identified for the Tyvola & Archdale plan area. The goals draw on adopted, or in-progress, City policies, many of which were discussed in the *Introduction to the South Corridor Transit Station Area Plans*.

1. **Land Use:** Promote higher density uses that are served by the high capacity transportation facilities in the Corridor, while protecting the fabric of the existing residential neighborhoods.
2. **Community Design:** Create a high quality urban environment by enhancing the identity of the station area, creating attractive streetscapes, building on the synergy of public infrastructure investments, and respecting the character of the neighborhoods.
3. **Transportation:** Enhance the area's transportation system by providing new street connections and improving the pedestrian and bicycle environment.
4. **Infrastructure/ Public Facilities:** Provide the infrastructure and public facilities needed to support development in the Growth Corridor.
5. **Environment:** Improve the quality of the Tyvola & Archdale area environment, focusing on enhancing the tree canopy, improving water quality from stormwater run-off, and providing open space for the station area.

The vision and goals serve as the basis for the recommendations in the chapters that follow.

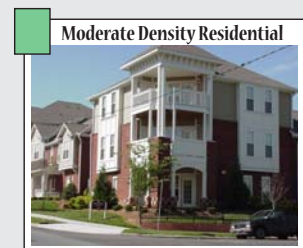
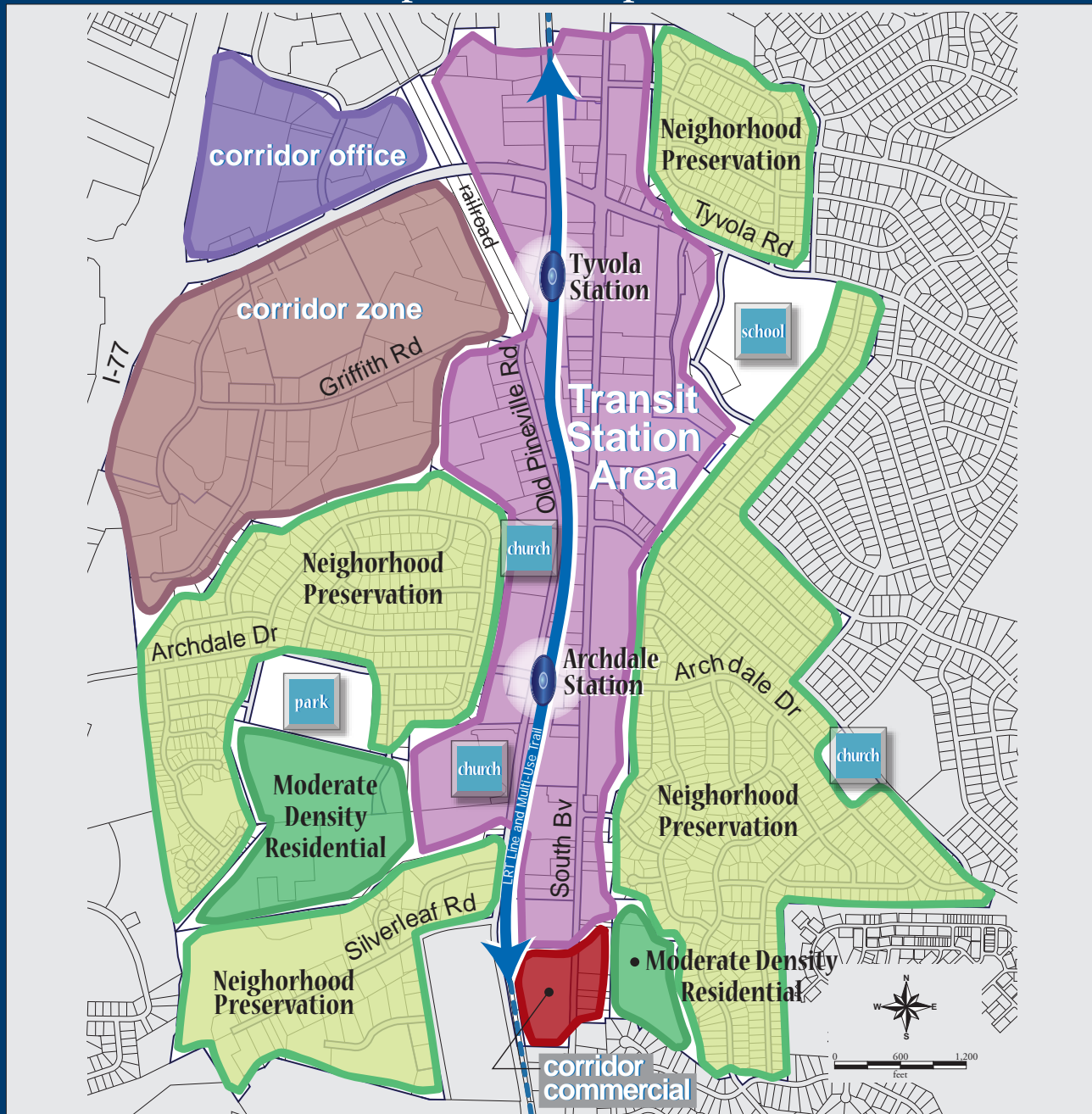


New residential development directly abuts the LYNX line at New Bern station.

Tyvola & Archdale Transit Station Area Plan

Tyvola & Archdale Transit Station Area Plan

Map 2: Concept Plan

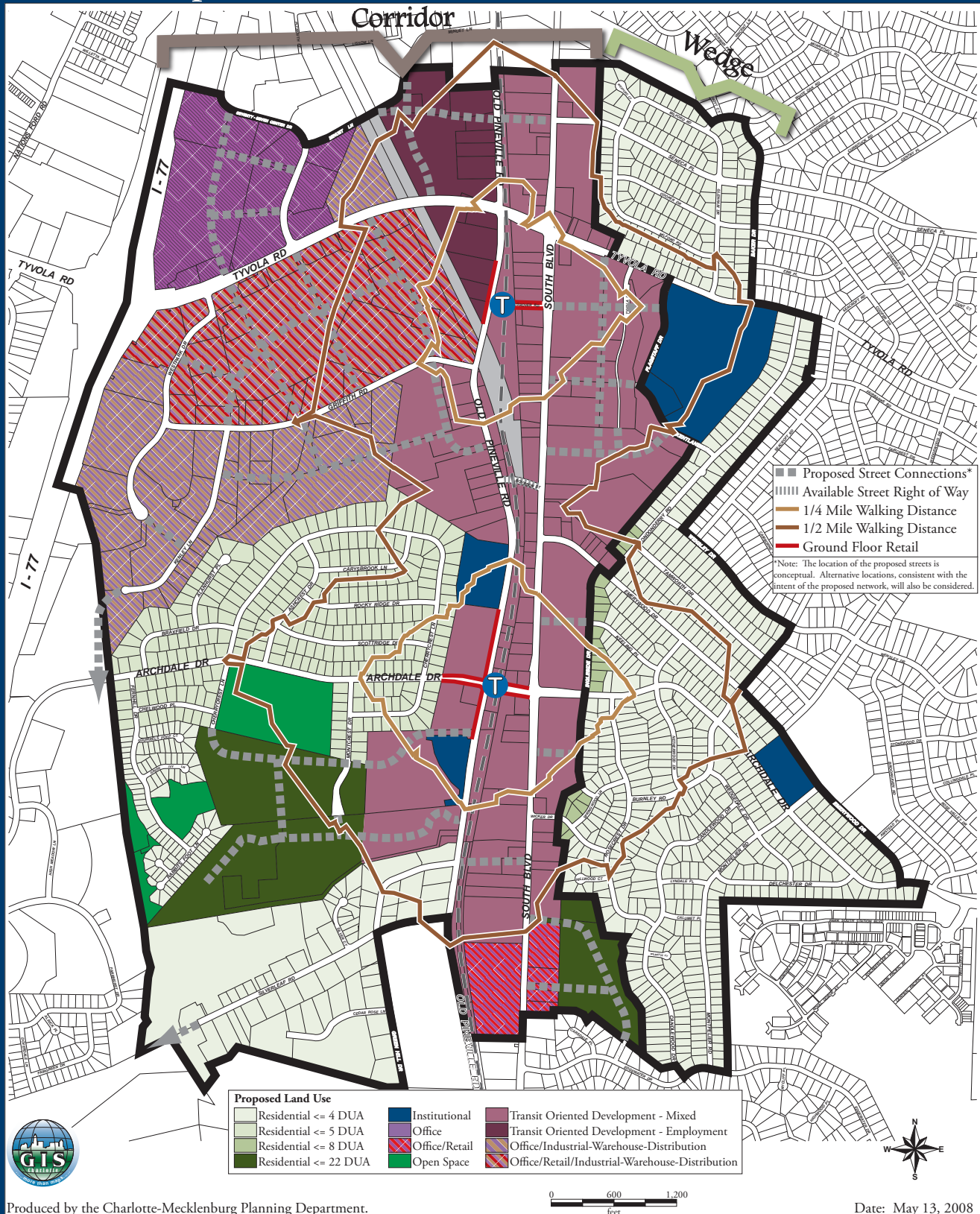


Produced by the Charlotte-Mecklenburg Planning Department.

Date: June 2008

Tyvola & Archdale Transit Station Area Plan

Map 3: Recommended Future Land Use



Land Use and Community Design

This chapter sets forth land use and community design recommendations to achieve the vision and goals for the Tyvola & Archdale plan area. An overview of the proposed street network is also included.

This chapter divides the study area into three distinct districts:

- **Transit Station Area**, the portion of the South Growth Corridor that surrounds the Tyvola and Archdale light rail stations;
- **General Corridor Area**, which includes interchange, general land use, and neighborhood preservation areas of the South Growth Corridor; and
- **Wedge Neighborhood Area**, which is a part of the Wedge area just east of the South Growth Corridor.

The land use recommendations are shown on Map 3. The general location for each recommendation is noted on the map extracts within each section, using the item numbers below. The recommendations also are cross referenced using the item numbers in the Implementation Section of this plan.

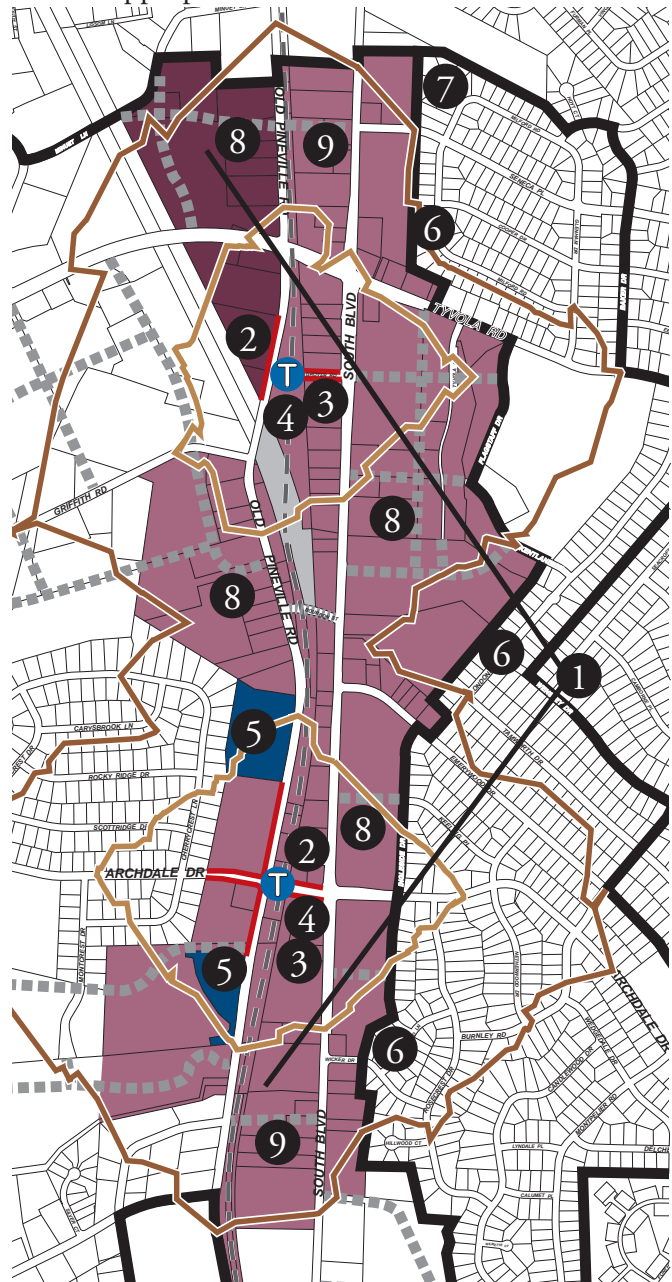
Transit Station Area

The Transit Station Area is located at the heart of the larger plan area. The station area, encompassing both Tyvola and Archdale stations, is home to a wide array of industrial, retail, and office uses. The following recommendations are designed to allow this lower intensity suburban area to transform, over time, into a higher-intensity urban district.

Land Use and Community Design

1. **Promote a mix of transit-supportive land uses** (residential, service-oriented retail, civic, office) within the Transit Station Area. This will occur primarily through new development over a period of time. The area desired for future transit-oriented development includes land now in use as individual commercial uses, strip shopping centers, all or part of multi-family residential properties, and industrial/warehouse uses generally within a 1/2 mile walk distance of one of the transit stations.

- The areas between Old Pineville Road and the Norfolk Southern Railroad line, just north and south of Tyvola Road, are recommended for employment-based transit-oriented development. The development should be primarily office oriented, with limited residential and/or retail. In other portions of the Transit Station Area, a greater mixture of uses is recommended, with residential, office, and a limited amount of supporting retail being appropriate.



Map 3.1: Transit Station Area Recommendations

- For new development within the Transit Station Area, ensure that uses, intensity, site and facade design, and transportation elements are consistent with the *Transit Station Area Principles* outlined in the *Introduction to South Corridor Station Area Plans*.
 - Design new development to support pedestrian activity, with buildings brought close to the sidewalk and parking to the rear.
2. **Provide active ground floor non-residential uses**, such as retail or office, in the area immediately surrounding the station: along Old Pineville Road within 500 feet of the station, and along Grover Road and Archdale Road within one block of the station, as shown on Map 3. To be most accessible to transit users, design these ground floor uses to include clear glass windows and doors, as well as entrances that front on and connect to the sidewalk.
 3. **Encourage redevelopment of the CATS park-and-ride surface parking lots** and adjacent land to integrate a mix of transit-supportive land uses (residential, retail, civic, office, as well as the needed parking.) Development should include ground floor retail that wraps a parking facility to create an active streetscape.
 4. **Create urban plazas or parks** near the transit stations. An open space should be incorporated into park-and-ride redevelopment. Public property along Old Pineville road at the edge of the rail line should be landscaped and used for green space to the extent possible.
 5. **Indicate the Ebenezer ARP Church and the Sharon Congregation of Jehovah's Witness** as an institutional/civic uses within the plan area.
 6. **Ensure that development adjacent to the Madison Park, Montclair, Montclair South, and Starmount neighborhoods** provides a good transition from the low scale neighborhoods to the taller buildings at the core of the station area. In addition, ensure that building and site design for development across the street from single family housing in these neighborhoods is of a scale and design that complements the existing housing.
 7. Through the adoption of this plan, adjust the **official boundary between the South Growth Corridor** and the adjacent Wedge to the east to be consistent with the boundary shown on Map 3.



The Archdale Park and Ride lot serves the station now, and provides an opportunity for future redevelopment including a structured parking facility.

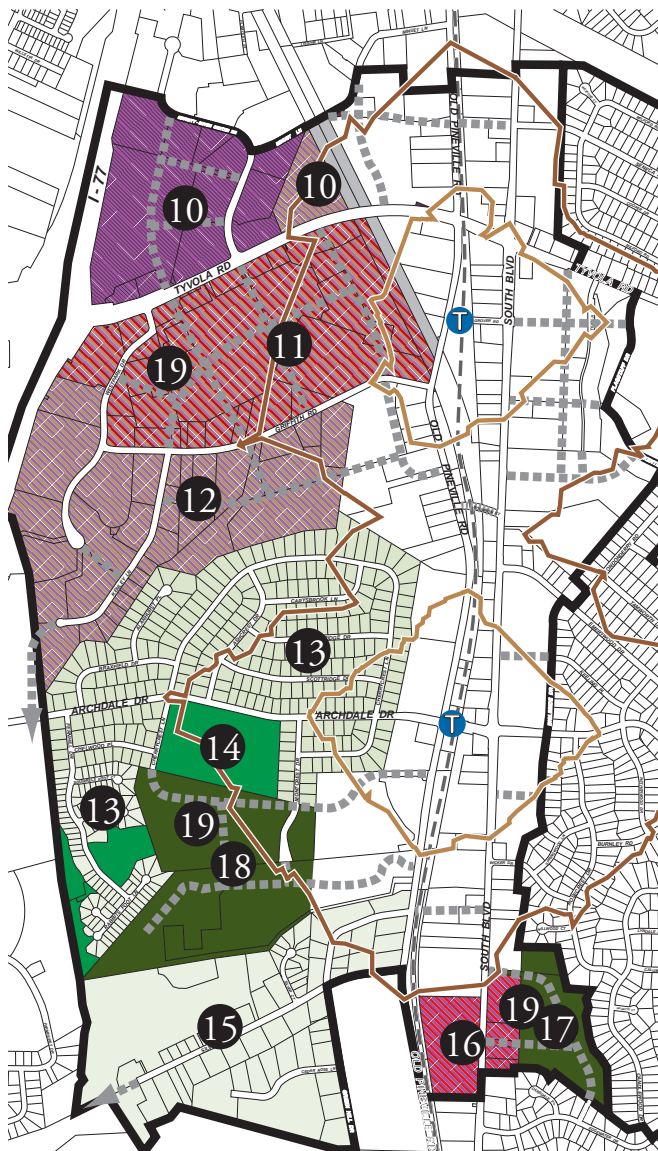
Supporting Street Network

Key street network recommendations related to proposed land use in this area are noted here. The Transportation and Streetscape section of this plan provides more detail.

8. **Provide new street connections** needed to create typical block lengths of 400 feet (desired), or 600 feet (maximum), as shown on Maps 3 and 4. These connections are the highest priority for the plan area.
- It should be noted that the street network shown on Map 3 and Map 4 provides a representation of the desired street network for the Tyvola & Archdale plan area and may require adjustments to address site conditions. An alternative but comparable network, consistent with the intent of providing connectivity, will also be considered.
9. **Consider new crossings of the rail corridor** at Seneca Place and Green Hill Road, in conjunction with the street connections outlined above. These potential crossings should be thoroughly studied to assess the impact on the LRT line, the transportation system and the area's economic development potential.

General Corridor Area

The section of the study area west of the Transit Station Area and east of I-77 is classified as the General Corridor Area. It is a part of the larger South Growth Corridor. It has interstate access from Tyvola Road, and includes a range of commercial and industrial uses designed to take advantage of its interstate access. These include restaurants, hotels, commercial/retail development including big box retail, and suburban office, flex, industrial, and warehouse properties. Further south from the interchange near the Archdale station is the established Montclair South single family neighborhood, and areas of multi-family development.



Map 3.2: General Corridor Areas Recommendations

Tyvola & Archdale Transit Station Area Plan

Land Use and Community Design

10. **Maintain the existing office uses in the Vanguard Center Office Park** and adjoining parcels. This is a predominantly low intensity office development oriented toward Tyvola Road. Anticipate future redevelopment of the adjoining concrete plant for compatible office, warehouse, or light industrial use.
11. **Allow a mixture of office, commercial, warehouse, and industrial land uses along Tyvola Road and extending south to Griffith Road.** This area is currently developed with a mixture of retail uses, low density office/flex development, other commercial uses, and a few warehouse/light industrial uses. The area may evolve to accommodate a mixture of pedestrian-oriented uses, similar to transit oriented development, but at lesser intensity. Development may be single use or include a mixture of uses. New development plans also should be consistent with the applicable design guidelines in the *General Development Policies*. The properties at the east end of this area within 1/2 mile walking distance of the Tyvola Transit Station are suitable for transit-oriented development, provided a sufficient amount of property with direct street frontage and connection to the station can be assembled for such development.
12. **Maintain locations for low to moderate intensity office, warehouse, and industrial uses** with easy interstate access in the plan area. The properties in the vicinity of Griffith Road and Westpark Drive have a mixture of office and light industrial uses, including hotel properties. This plan supports maintaining a mixture of these uses.
13. Maintain and enhance the single-family housing, at the densities shown on Map 3, in the **Montclair South neighborhood**.
14. Indicate **Archdale Park** as park and open space.
15. **The residential neighborhood along Silverleaf Road, Green Hill Drive, and other intersecting streets** is recommended to be maintained and enhanced as single-family residential use. However, the properties along the loop formed by Green Hill Drive, north of Silverleaf Road, are within 1/2 mile of the Archdale Station. As such, they are appropriate for TOD-Mixed if all property owners agree, if the property is consolidated for development, and if it does not compromise the integrity of the remaining neighborhood.

16. **Provide an opportunity for a mixture of retail and office land uses for the properties along South Boulevard at the southern end of the plan area.** This area is beyond the 1/2 mile walk distance from the Archdale Station. It is envisioned to accommodate a mixture of pedestrian-oriented uses, similar to transit oriented development, but at a lesser intensity. Development may be single use or include a mixture of uses. New development plans also should be consistent with the applicable design guidelines in the *General Development Policies*. Building heights should not exceed four (4) stories or 40' in height in this area.

17. **Support Moderate Density Residential Use at the Grand Oaks Apartments** off of South Boulevard at Wisteria Drive at a density not to exceed 22 dwellings per acre (dua). The area is outside the 1/2 mile distance from Archdale Station that would be regarded as appropriate for TOD density. However, a density increase up to 30 dua should be considered if the following criteria are met:

- Usable park / open space is provided;
- A significant low to moderate income housing component in accordance with Council-adopted Affordable Housing Policies is included in a mixed income environment;
- A mixture of housing types is provided;
- The highest intensity is toward the center and west side of the site, with lower densities and building heights at the edge adjacent to the single-family neighborhoods;
- Existing mature trees are preserved, and an appropriate street network is provided in accordance with this plan;
- The Residential Design Guidelines in the *General Development Policies* are met.

18. **Support Moderate Density Residential Use south of Archdale Park**, extending west from Montcrest Drive. This area is generally beyond a 1/2 mile walk from Archdale Station and has poor potential street connectivity. It consists largely of the western portion of an existing multi-family development. Redevelopment at a density not to exceed 22 dua may be considered if the following criteria are met:

- Usable park / open space is provided;
- A significant low to moderate income housing component in accordance with Council-adopted Affordable Housing Policies is included in a mixed income environment;

- An appropriate street network is provided in accordance with this plan;
- The Residential Design Guidelines in the *General Development Policies* are met.

Supporting Street Network

Key street network recommendations related to proposed land use in this area are noted here. The Transportation and Streetscape section of this plan provides more detail.

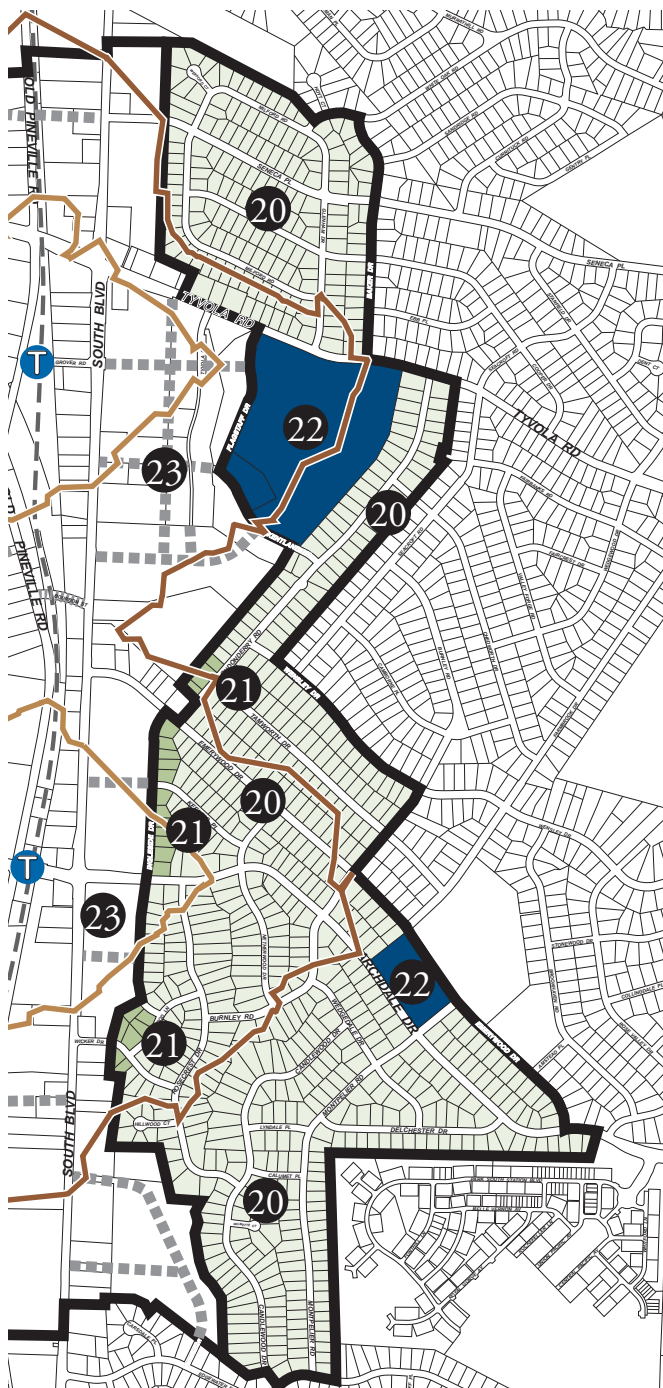
19. **Maintain and enhance the existing street network in the General Corridor Area** as shown on Maps 3 and 4. Provide new street connections needed to create typical block lengths of 600 feet desired, or 650 feet maximum. The following particular considerations are noted:

- Silverleaf Road is a residential street extending to a dead end 1/2 mile west from Old Pineville Road, and serving as access to several other dead-end residential streets. It is classified as a minor collector street. The City's Collector Plan adopted in 2000 shows a future extension of Silverleaf Road across Kings Branch through to other development and street network. This plan supports the possible future extension with several conditions: a connection would occur only in the event of new development or redevelopment of the connecting properties; it would connect only similar residential land uses, and it would connect to higher volume streets only through an indirect route.
- Archdale Drive is classified as a minor thoroughfare, with a continuing function and need to accommodate cross-town traffic. Archdale Drive also is a single family residential street. In order to improve the livability of the street, special intersection treatments to calm traffic should be considered. These treatments might include pedestrian crossings and traffic circles.

It should be noted that the street network shown on Map 3 and Map 4 provides a representation of the desired street network for the Tyvola & Archdale plan area and may require adjustments to address site conditions. An alternative but comparable network, consistent with the intent of providing connectivity, will also be considered.

Wedge Neighborhood Area

The Madison Park, Montclair, and Starmount neighborhoods are located in a Wedge, on the east side of the Transit Station Area. These neighborhoods include single family and two-family housing, as well as the Smith Academy (elementary/middle school). Montclair Elementary School is just outside the plan area boundary. The following recommendations are designed to protect the predominantly low density residential character of the neighborhood.



Map 3.3: Neighborhood Area Recommendations

Tyvola & Archdale Transit Station Area Plan

Land Use and Community Design

20. **Maintain the single family portion of the Madison Park, Montclair, and Starmount neighborhoods** at a density up to 4 dwellings per acre (dua), consistent with existing land use and zoning.
21. **Maintain moderate residential density** at up to 8 dua, consistent with existing zoning, along Ingleside Drive, Springwood Lane, Wicker Drive and Londonderry Road where there currently are duplexes.

Recognize the opportunity for redevelopment of the R-4 single family parcels fronting Ingleside Drive in the block south of Archdale Drive across from the existing shopping center proposed for TOD development, for residential up to 8 dua, if the redevelopment incorporates multiple parcels. Such redevelopment should be oriented to the street, and be limited to two stories to maintain compatibility with the single-family homes in the neighborhood.

22. **Indicate Smith Academy and St. Andrews United Methodist Church** as institutional/civic uses.

Supporting Street Network

Key street network recommendations related to proposed land use in this area are noted here. The Transportation and Streetscape section of this plan provides more detail.

23. **Maintain the existing street network for the Wedge Neighborhood Area**, and enhance the network by extending neighborhood streets to South Boulevard at locations shown on Maps 3 and 4. Provision of the new street connections would most likely occur in conjunction with redevelopment of property in the Transit Station Area.

It should be noted that the street network shown on Map 3 and Map 4 provides a representation of the desired street network for the Tyvola & Archdale plan area and may require adjustments to address site conditions. An alternative but comparable network, consistent with the intent of providing connectivity, will also be considered.

Transportation and Streetscape

Transforming the existing streets into an attractive and functional multi-modal street network is critical to the success of the plan area, especially the area around the LRT stations where transit-oriented development is planned. Providing a well-connected street network is important throughout the study area to facilitate mobility choices and minimize congestion.

In conjunction with the establishment of the LRT line, the City made a number of improvements to the Tyvola & Archdale street network through the South Corridor Infrastructure Program (SCIP). This chapter recommends additional transportation improvements for the plan area for new streets, street cross-sections and streetscape elements.

Transportation/Street Design Recommendations

This section outlines transportation recommendations addressing both proposed new streets and enhancements to existing streets to make them more pedestrian and bicycle friendly. These include both City sponsored capital improvements, as well as improvements that will be required in conjunction with new development and redevelopment.

The general locations of the recommendations are noted on Map 4. It should be noted that this map provides a representation of the desired street network and may require adjustments to address site conditions. An alternative but comparable network consistent with the intent of providing connectivity will also be considered.

The recommendations also are cross referenced using the item numbers in the Implementation section of this plan.

Street Network

24. Provide new street connections in the Transit Station Area, as discussed in item 8 in the Land Use Section. Street connections in the Transit Station Area are the highest priority for this Plan, as these are needed to support high density development and to provide additional travel routes.

25. Provide new street connections in the General Corridor Area, as discussed in item 19 in the Land Use Section. Street connections in the General Corridor Area are critical to alleviating congestion on area thoroughfares, such as Tyvola Road and South Boulevard. New connections also support redevelopment and provide a more balanced network of route choices. Note particular considerations concerning Silverleaf Road and Archdale Drive as discussed in item 19.

26. Improve east-west mobility with new LYNX crossings. This plan recommends extending Seneca Place to Minuet Lane via an at-grade crossing and new intersection with Old Pineville Road, as listed below in item 9. This plan also recommends further exploration of extending Greenhill Drive to South Boulevard at a new signal via a new below-grade crossing, listed in item 39 below.

27. Improve north-south mobility by extending Kenley Lane to Archdale Drive. Though falling mostly just outside the plan area, this new street connection is important to the Tyvola & Archdale Station Area, as it will offer a more localized north-south route alternative to Old Pineville Road and South Boulevard.

28. Increase connectivity in the Montclair neighborhood by connecting Ingleside and Tyvola Drives with South Boulevard.

29. Increase connectivity in the Montclair South neighborhood by connecting Cherrycrest Lane and Montcrest Drive via multi-family developments to Old Pineville Road.

30. Address spacing of intersections on Tyvola Road. Due to its close proximity to the high-capacity Single-Point Urban Interchange (SPUI) of Tyvola Road on Interstate 77, the signalized intersection of Westpark Drive on Tyvola Road creates a challenging short weave for traffic, as well as adding delay to high-volume Tyvola Road. This plan recommends converting the intersection of Westpark Drive to right-in/right-out only, upon the creation of a new signalized intersection and supporting connections farther east on Tyvola Road.



The pedestrian system along South Boulevard typically lacks a planting strip.



Recent improved sidewalk and planting strip at 3030 South Boulevard provides greater pedestrian safety.

Sidewalks

31. Eliminate gaps in the sidewalk system within the Transit Station Area. While sidewalk improvements have been made through the City sponsored South Corridor Infrastructure Program (SCIP), many sidewalk gaps remain in the Transit Station Area. To handle the level of pedestrian activity anticipated in the station area, gaps in the sidewalk system, particularly those along Grover and Griffith Roads, should be eliminated as new development occurs. New sidewalks and planting strips should be built to the specifications of the streetscape cross-sections on the following pages.

32. Eliminate gaps in the sidewalk system leading from the residential areas to the transit station. The existing Madison Park, Montclair, and Starmount neighborhoods to the east, as well as Montclair South to the west of the station area provide a large base of potential transit riders. Gaps in the sidewalk system which leads to the transit station should be eliminated to promote pedestrian access to the LRT station. Specific sidewalk projects include: Ingleside Drive, Emerywood Drive, Londonderry Road, and Cherrycrest Lane. The boundaries are shown on Map 4.

33. Widen sidewalks along thoroughfares. Currently, major thoroughfares in the Tyvola & Archdale area have sidewalks on both sides of the streets. However, many of these sidewalks are only 5 feet wide, which is not consistent with the recommended width found in the Streetscape Standards on subsequent pages. Additionally, planting strips which separate pedestrians from vehicular traffic are lacking. This plan recommends widening the

sidewalks and adding planting strips along Old Pineville Road, Tyvola Road, Archdale Drive, and South Boulevard within the study area boundaries.

34. Improve the sidewalk network in the Transit Station Area. As the streetscape cross-sections recommend, new development and redevelopment should install sidewalks on all streets. All new streets, including many located close to the stations, will include new sidewalks.

Pedestrian Crossings

35. Enhance pedestrian and bicycle crossings on major thoroughfares. The area's major thoroughfares are difficult for pedestrians and bicyclists to cross due to factors such as traffic volume, traffic speed, number of lanes, frequent turning movements, and distance between signalized crosswalks. While SCIP resulted in enhanced intersections of South Boulevard at Tyvola Road and Archdale Drive, other intersections still have room for improvement. This plan recommends adding enhanced crossings, as shown on Map 4. In the plan area, these include:

- South Boulevard at Seneca Place;
- South Boulevard at Grover Road;
- Old Pineville Road at Grover Road;
- Tyvola Road at relocated Westpark Drive; and
- South Boulevard at Greenhill Drive extension.



Sidewalk improvements, with planting strips were completed along Old Pineville Road at Tyvola Station.



Bicycle racks and lockers at Archdale Station.

Enhanced crossings may include a combination of vehicle traffic signals, pedestrian countdown signals, painted or textured cross walks, ADA curb ramps, and pedestrian refuge islands in the median.

Bicycle Accommodations

36. **Extend designated bicycle lanes on Archdale Drive and Seneca Place.** To tie into recently added bicycle lanes provided by SCIP (shown on Map 4), bicycle lanes are recommended along the entire length of Archdale Drive, as well as the extension of Seneca Place.
37. **Site new development to allow future addition of bicycle lanes on South Boulevard.** This plan recommends the long-term installation of bicycle lanes in the station area along South Boulevard as shown on Map 4.

Improved LYNX Crossings

38. **Extend Seneca Place to Minuet Lane.** Currently, Seneca Place ends at a signal at South Boulevard. In order to provide a more localized east-west alternatives to congested Tyvola Road, this plan recommends extending Seneca Place to Minuet Lane. As the only new LYNX crossing between Woodlawn and Tyvola Roads, the traveling public will have more route choices. Though some regrading of Old Pineville Road may be required, the new LYNX crossing of Seneca Place is recommended to be at-grade, since the adjacent freight line is only a spur ending just south of Woodlawn Road.

39. Extend Greenhill Drive to South Boulevard.

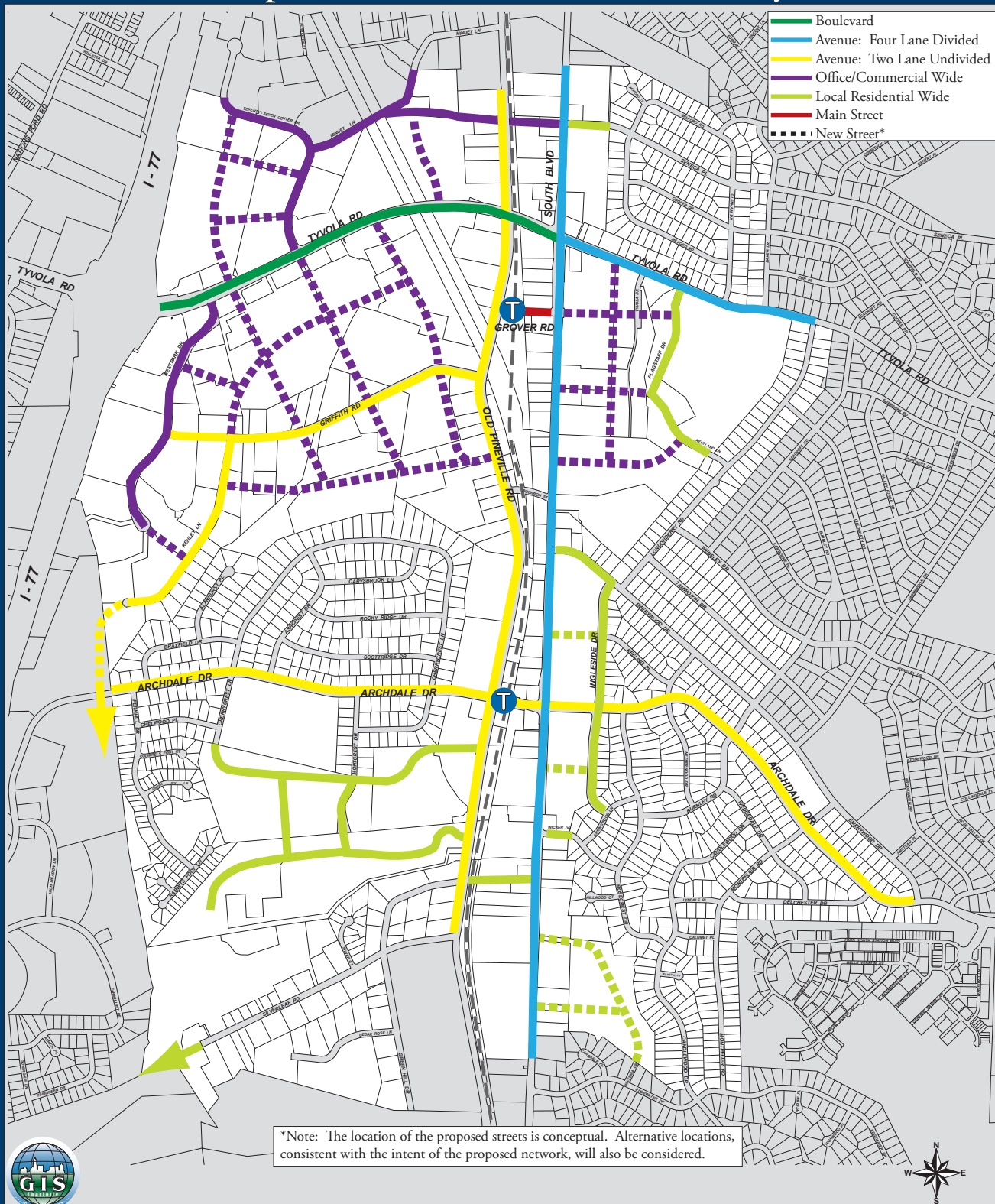
Currently, there are no LYNX crossings between Archdale Drive and Arrowood Road, limiting east-west mobility. As previously studied by consultants, a new below-grade crossing of LYNX may be feasible at Greenhill Drive and Old Pineville Road. Such connection would run from a new signalized intersection on South Boulevard to existing Greenhill Drive.

Street Lighting

40. **Install Pedestrian Scale Lighting in key locations.** Typical streetlights illuminate the roadway, but do not provide significant lighting for the pedestrian area of a street. Pedestrian scale lighting is shorter in height than streetlights and focuses on lighting sidewalk areas. It should be installed in the public right-of-way, with special attention to blocks between and along South Boulevard and Old Pineville Road.

Tyvola & Archdale Transit Station Area Plan

Map 5: Street Cross Section Key



Produced by the Charlotte-Mecklenburg Planning Department.

Date: May 09, 2008

Streetscape Standards

Streets are more than just pathways to and through a place. Streets are one of the most highly visible types of urban places. As the entrance and exit to a community, streets have the ability to set the tone for the surrounding environment.

The streetscape cross-sections on the following pages are essential to “setting the tone” for the type of setting desired in the plan area. The cross sections have been developed in accordance with the *Urban Street Design Guidelines* (USDG), adopted by City Council in October 2007. The cross-sections set forth:

- Building setback requirements,
- Streetscape, sidewalk, and street tree requirements, and
- Future character of the streets regarding the number of lanes, bicycle, pedestrian and transit accommodations and provisions for on-street parking.

When this plan is approved, the streetscape standards specified herein will become the official “Streetscape Plan” for the study area, as referred to in the zoning standards for a number of the City’s urban zoning districts. As such, all new development on sites zoned TOD, TS, PED, UMUD, MUDD, NS, UR, or other urban zoning districts that may be established must be designed in accordance with these standards. The specifications in the cross-sections are based on typical conditions and may vary based upon further study and in unique circumstances.

Note that these cross-sections are not plans for immediate road improvements, but many are recommended long-term changes. Improvements such as on-street parking, streetscape enhancements, and sidewalk installation typically will be implemented through private redevelopment, although the City may fund minor improvements. New streets also typically will be implemented through private development, while major improvements to existing streets generally will be constructed by the City.

Street Cross-Sections

Based on the City’s *Urban Street Design Guidelines*, the future cross-sections have been determined for streets within the Tyvola & Archdale plan area, with the exception of the single family neighborhood areas where little change to existing streets is expected. The following street types are recommended for the plan area:

- **Avenue** - Four-Lane Divided
- **Avenue** - Two-Lane Undivided
- **Boulevard**
- **Main Street**
- **Office/Commercial Street - Wide**
- **Local Residential Street - Wide**

Map 5 shows the desired location for each of these street types. Consult this map to identify the recommendation for a specific street, then refer to the matching cross-section on the following pages. Streets within neighborhood areas slated for preservation are intended for preservation as well, so new cross sections for these areas are not provided.

Avenue - Four-Lane Divided

Description: The Avenue is the most common (non-local) street type in Charlotte, providing access from neighborhoods to commercial areas, between areas of the city, and, in some cases, through neighborhoods. It is 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.

Land Use: The land use will vary; within the plan area the desired uses will be typically medium to high density mixed use, residential, office, and retail.

(Avenue - Four-Lane Divided, continued)

Situation: The major thoroughfares in the plan area are classified primarily as Avenues. The four lane divided type is recommended for South Boulevard, and for Tyvola Road east of South Boulevard. The proposed cross-section will allow these streets to continue to perform an important mobility function for motorists, as well as to support safe and comfortable pedestrian and bicycle travel.

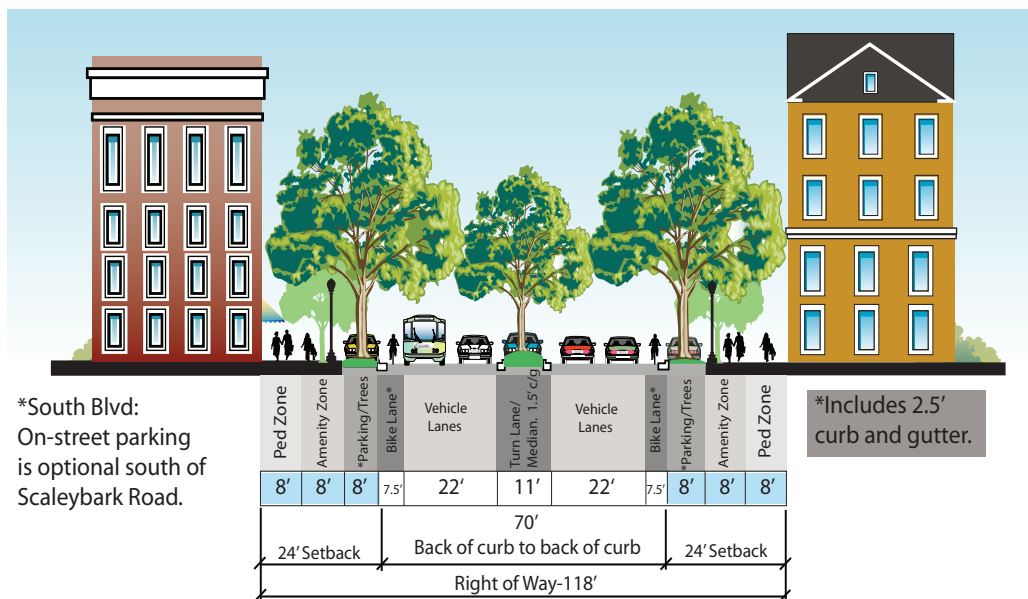
Existing Condition: These streets typically have two lanes in each direction, widened for left turn lanes near some intersections. Right of way is typically 60 feet, although South Boulevard varies significantly in some locations.

Proposed Curb to Curb: Recommended width is 70 feet from back-of-curb to back-of-curb; right-of-way is 118 feet.

- Two travel lanes and bike lane in each direction.
- Continuous center lane for left turns and pedestrian refuge; to include mid-block landscaped pedestrian refuge islands in some locations.
- Additional widening for turn lanes may be required in some circumstances in accordance with CDOT standards.

Behind the Curb: Minimum building setback is 24 feet from back of (unrecessed) recommended curb. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance.

- Planting strip or recessed on-street parallel parking serves as buffer from traffic to pedestrians on sidewalk. Planting strip with trees is the standard expectation, with recessed on-street parking available as an option per zoning and CDOT standards, and with intermittent planter islands to break up parking into bays no more than 100 feet in length. South Boulevard is designated as a state highway, and current state regulations do not permit on-street parking. If circumstances change in the future such that on-street parking would be allowable, the on-street parking option would be available there.
- Amenity zone provides supplemental tree planting location. Trees in the amenity zone should be planted in curbed planters. The amenity zone also provides additional paved area for street furniture, paved access to on-street parking, and merchandising purposes.
- Ped zone is the usual location for the clear sidewalk. Where there is no on-street parking and planting strips are in place, the clear sidewalk can be pushed into the amenity zone location and the ped zone can be used for landscaping, sidewalk dining, or paved merchandising purposes. Encroachments into the ped zone for features such as steps and open porches are allowed in accordance with the zoning ordinance, but encroachments at grade may not reduce the clear sidewalk to less than 8 feet.



Avenue - Two-Lane Undivided

Description: The Avenue is the most common (non-local) street providing access from neighborhoods to commercial areas, between areas of the city, and, in some cases, through neighborhoods. It is 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.

Land Use: The land use will vary; within the plan area the desired uses will include medium to high density mixed use and residential, single-family residential, and some office, industrial, warehouse, and distribution uses.

Situation: This Avenue cross section is narrower than the four-lane divided version used on other streets in the plan area. It is recommended for Old Pineville Road, Archdale Drive, Griffith Road, and Kinley Lane plus its proposed extension southward. The proposed cross-section will allow this street type to continue to perform an important mobility function for motorists, as well as to support safe and comfortable pedestrian and bicycle travel.

Existing Condition: These streets have one lane in each direction, without turn lanes or landscaped median. Right of way is generally about 60 feet, but varying more and less.

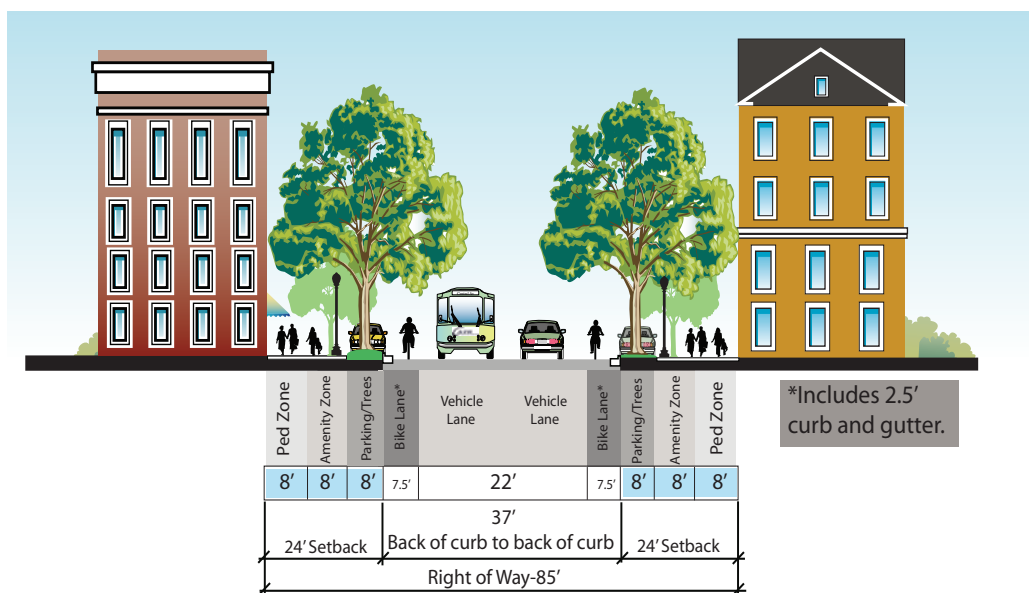
Proposed Curb to Curb: Recommended width is 37 feet from back of curb to back of curb; right of way is 85 feet.

- One travel lane and bike lane in each direction.

- Widening for left turn lanes may be required in some circumstances in accordance with CDOT standards.

Proposed Behind the Curb: Minimum building setback is 24 feet from back of (unrecessed) recommended curb. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance.

- Planting strip or recessed on-street parallel parking serve as buffer from traffic to pedestrians on sidewalk. The recessed parking is required in all locations feasible under CDOT standards, with intermittent planter islands to break up parking into bays no more than 100 feet in length. Planting strip with trees is required in all other situations.
- Amenity zone provides supplemental tree planting location. Trees in the amenity zone should be planted in curbed planters. The amenity zone also provides additional paved area for street furniture, paved access to on-street parking, and merchandising purposes.
- Ped Zone is the usual location for the clear sidewalk. Where there is no on-street parking and planting strips are in place, the clear sidewalk can be pushed into the amenity zone location, and the ped zone can be used for landscaping, sidewalk dining, or paved merchandising purposes. Encroachments into the ped zone for features such as steps and open porches are allowed in accordance with the zoning ordinance, but encroachments at grade may not reduce the clear sidewalk to less than 8 feet.



Boulevard

Description: Boulevards are intended to move large numbers of vehicles, often as “through traffic,” from one part of the city to another, and to other lower level streets in the network. Thus, the modal priority shifts toward motor vehicles, while still accommodating pedestrians and cyclists as safely and comfortably as possible.

Land Use: The land use will vary; within the plan area the desired uses will be typically medium density mixed use; retail, office, industrial, warehouse, and distribution uses.

Situation: Tyvola Road is a major thoroughfare. From South Boulevard westward to I-77, traffic volumes and speeds increase significantly from the portion of Tyvola Road to the east. In this area, a four-lane divided Boulevard cross section is recommended.

Existing Condition: Tyvola Road in this section has two lanes in each direction, widened for left and right turn lanes and merging lanes in various locations. Right of way is 100 feet, varying significantly in some locations.

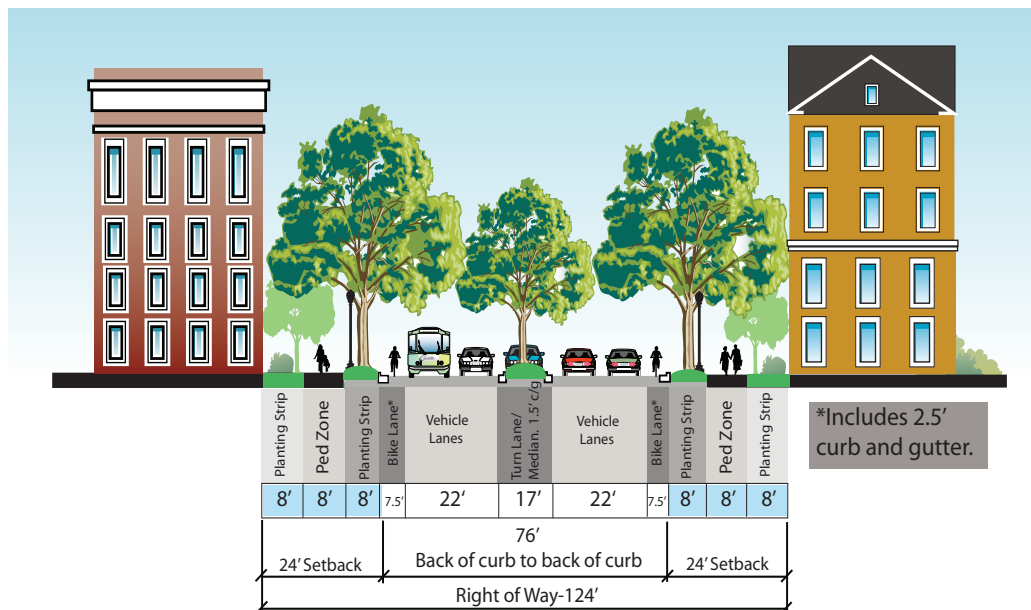
Proposed Curb to Curb: Recommended width is 76 feet from back-of-curb to back-of-curb; right-of-way is 124 feet.

- Two travel lanes and bike lane in each direction.

- Continuous median with left turn lanes and pedestrian refuge.
- Additional widening for turn lanes may be required in some circumstances in accordance with CDOT standards.

Behind the Curb: Minimum building setback is 24 feet from back of (unrecessed) recommended curb. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance.

- Planting strip serves as buffer from traffic to pedestrians on sidewalk. Because of intense traffic on this street, on-street parking is not appropriate.
- Ped zone is the usual location for the clear sidewalk.
- The additional planting strip behind the sidewalk is intended to provide additional landscaping, and a buffer between sidewalk and building uses. It can be used for landscaping, sidewalk dining, or paved merchandising purposes, as appropriate to the land use. Encroachments into this strip for features such as steps and open porches are allowed in accordance with the zoning ordinance, but encroachments at grade may not reduce the clear sidewalk to less than 8 feet.



Main Street

Description: Main Street is a “destination” street that provides access to and functions as a center of civic, social, and commercial activity. Development along main streets is dense and focused toward the pedestrian realm.

Land Use: In the plan area, the desired land use is medium to high density mixed use with ground level retail.

Situation: A Main Street is recommended in the heart of the station area, at Grover Road. Here, pedestrians receive the highest priority of all the transport modes. To accommodate pedestrian traffic, a wide pedestrian zone and an amenity zone are recommended.

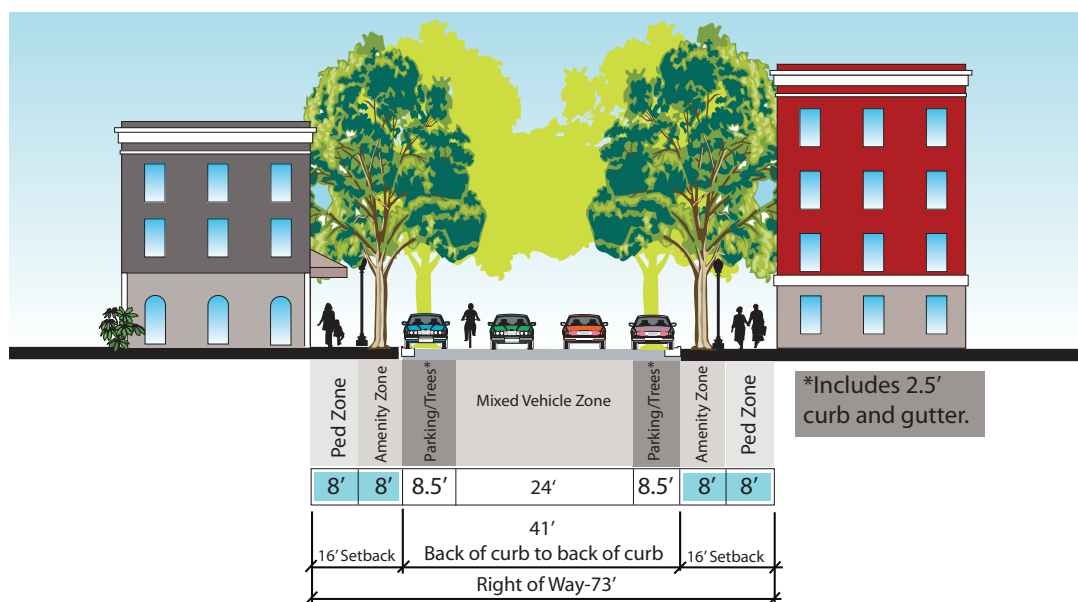
Existing Condition: Grover Road has one lane in each direction. Right of way is 60 feet.

Proposed Curb to Curb: Recommended width is 41 feet from back-of-curb to back-of-curb; right-of-way is 73 feet.

- One travel lane in each direction shared with bicyclists.
- Widening for left-turn lane may be required in accordance with CDOT standards.

Proposed Behind the Curb: Minimum building setback is 16 feet from back of recommended recessed curb. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance.

- Planting strip or recessed on-street parallel parking serve as buffer from traffic to pedestrians on sidewalk. The recessed parking is required in all locations feasible under CDOT standards, with intermittent planter islands to break up parking into bays no more than 100 feet in length.
- Amenity zone provides supplemental tree planting location. Trees in the amenity zone should be planted in curbed planters where planting strip is not in place. The amenity zone also provides additional paved area for street furniture, paved access to on-street parking, and merchandising purposes.
- Ped zone is the usual location for the clear sidewalk. Where there is no on-street parking and planting strips are in place, the clear sidewalk can be pushed into the amenity zone, and the ped zone can be used for landscaping, sidewalk dining, or paved merchandising purposes. Encroachments into the ped zone for features such as steps and open porches are allowed in accordance with the zoning ordinance, but encroachments at grade may not reduce the clear sidewalk to less than 8 feet.



Office / Commercial Street - Wide

Description: Local streets provide access to residential, industrial, commercial, or mixed-use development. The majority of Charlotte's streets are classified as local streets and are typically built through the land development process.

Land Use: In the study area, the land use along these streets is typically office, warehouse/industrial, and retail development with an auto orientation. It may include medium density mixed use development.

Situation: The office/commercial streets are recommended in the portions of the Transit Station Area and General Corridor Area that are intended for non-residential uses. Office/commercial streets are appropriate because they provide basic pedestrian amenities while allowing for reasonable vehicular access and speeds.

Existing Condition: These streets have one lane in each direction; some have on-street parking. Right of way is typically 50 to 60 feet.

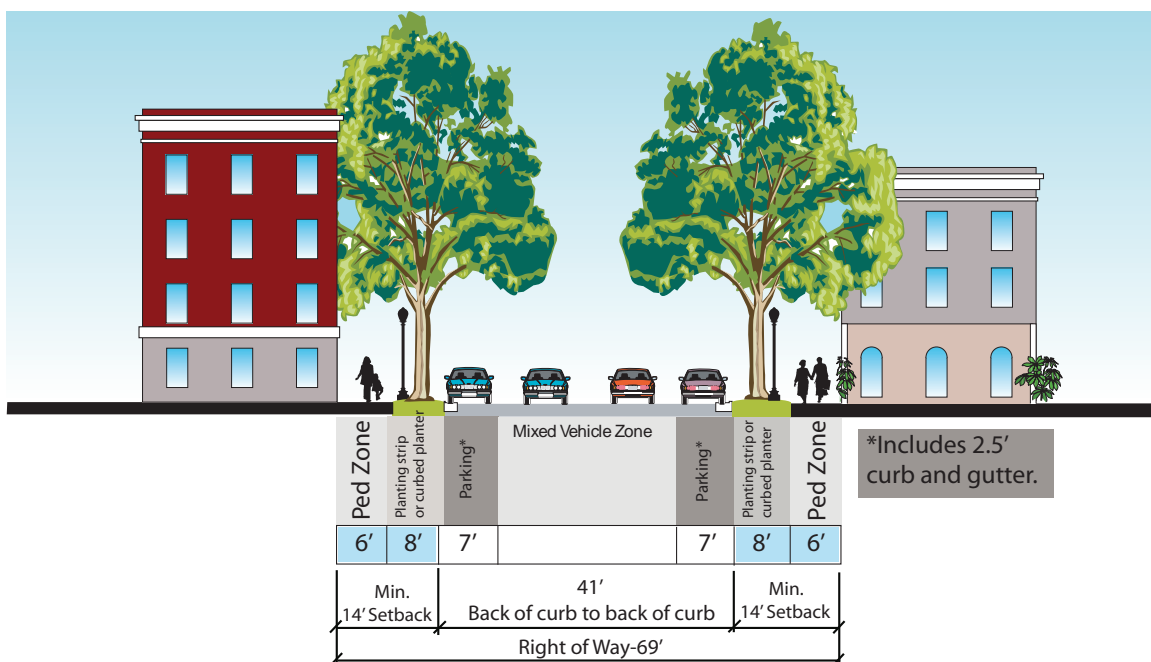
Proposed Curb to Curb: Recommended width is 41 feet from back-of-curb to back-of-curb; right-of-way is 69 feet.

- One travel lane in each direction shared with bicyclists.

- On-street parking on both sides. Curb extensions may be used to narrow street width at intersections and other locations where on-street parking is not appropriate.
- Widening for left-turn lanes may be required in some circumstances in accordance with CDOT standards.

Proposed Behind the Curb: Minimum building setback is 14 feet from back of (recessed) recommended curb, or 21 feet from back of any extended curb. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance.

- Planting strip provides buffer from traffic to pedestrians on the sidewalk, and a landscaping opportunity. In locations with retail frontage or other high density applications, tree planting in curbed planters, with paved amenity zone for street furniture, paved access to on-street parking, and merchandising purposes should be substituted for the planting strip.
- Ped Zone is the usual location for the clear sidewalk. Encroachments into the ped zone for features such as steps and open porches are allowed in accordance with the zoning ordinance, but encroachments at grade may not reduce the clear sidewalk to less than 6 feet.



Local Residential Street - Wide

Description: Local streets provide access to residential, industrial, commercial or mixed-use development. The majority of Charlotte's streets are classified as local streets and are typically built through the land development process.

Land Use: The land use is typically medium to high density residential, with some mixed use development.

Situation: Local residential streets are recommended in portions of the plan area where residential uses higher in density than single-family are in place or expected. They also are recommended in portions of the transit station area off of the main thoroughfares where a predominance of residential development is expected. Redevelopment is anticipated, and with that, high-quality neighborhood street design is desired. The local residential street cross-section is designed for low traffic speeds and a comfortable walking, cycling and living environment.

Existing Condition: These streets have one lane in each direction. Some have on-street parking. Right-of-way varies widely, but is typically 50 feet.

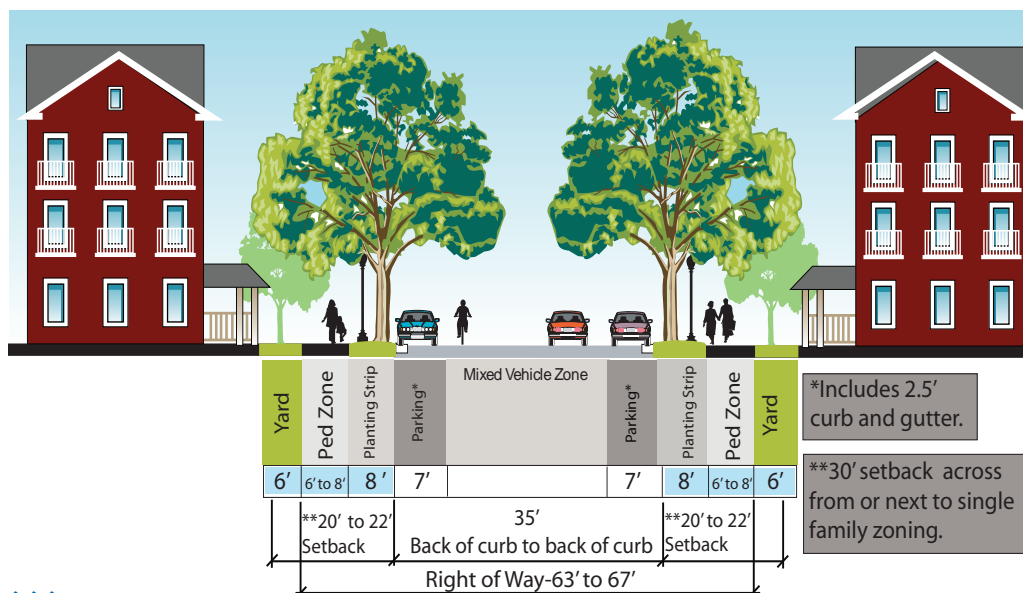
Proposed Curb to Curb: Recommended width is 35 feet from back-of-curb to back-of-curb; right-of-way is 63 to 67 feet, depending on the sidewalk requirement.

- One travel lane in each direction shared with bicyclists.
- On-street parking on both sides. Curb extensions may be used to narrow street width at intersections and other locations where on-street parking is not appropriate.

- Widening for left-turn lanes may be required in some circumstances in accordance with CDOT standards.

Proposed Behind the Curb: Minimum building setback is 20 to 22 feet from back of (recessed) recommended curb, or 27 to 29 feet from back of any extended curb, depending on the sidewalk width requirement. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance.

- Planting strip provides buffer from traffic to pedestrians on the sidewalk, and a landscaping opportunity. In locations with retail frontage or other high density applications, tree planting in curbed planters, with paved amenity zone for street furniture, paved access to on-street parking, and merchandising purposes should be substituted for the planting strip.
- Ped zone is the usual location for the clear sidewalk. For streets located within 1/4 mile of the transit station, the minimum sidewalk width is 8 feet. Elsewhere in the plan area the minimum width is 6 feet.
- The Yard area is intended to provide additional landscaping, and a buffer between sidewalk and residential uses. Encroachments for features such as steps and open porches are allowed in accordance with the zoning ordinance, but encroachments at grade may not reduce the clear sidewalk to less than the required width.
- Parcels located on streets that have existing single-family zoning designations (R-3, R-4, R-5, R-6, and R-8) either across the street, or abutting on the same side of the street, shall have a minimum setback of 30 feet.



Infrastructure and Public Facilities

The core of the Tyvola & Archdale plan area includes an industrial area, as well as auto-oriented commercial, that are recommended for higher density redevelopment. Its infrastructure, while sufficient and appropriate for its former uses, may require capacity increases for more intense new uses. The following recommendations are intended to address needs for additional or expanded infrastructure and public facilities.

Public Facility/Infrastructure Recommendations

41. **Conduct an infrastructure study to evaluate the adequacy of infrastructure** (water, sewer, storm drainage) in the station area. The ability of the station area's infrastructure to support high density redevelopment and capacity of the other utility systems is not known. To ensure that the station area will be able to support the new, higher-density development recommended by this plan, a detailed infrastructure analysis is recommended.
42. **Encourage the burying of utilities.** Overhead utility lines detract from the appearance of the station area, which in turn may impact the economic competitiveness of a project. Overhead lines also may impact development density due to required clearances from the lines. As redevelopment occurs, opportunities to relocate or bury utility lines should be pursued.

Park and Greenway Recommendations

43. **Encourage urban open spaces in the Transit Station Area.** New developments in the area are encouraged to provide usable urban open spaces, either on-site or off-site within the station area. Desirable types of urban open spaces include pocket parks, plazas, and community gardens. The station intersections, at Old Pineville Road and Grover Road, and at Old Pineville Road and Archdale Drive, are high priorities for open space.



Athletic facilities at Smith Academy.



New urban open space amenities are needed to supplement Archdale Park.

Environment

The Tyvola & Archdale plan area includes a substantial area of present and former commercial and industrial development, much of which is expected to be redeveloped in the coming years. The environmental recommendations focus on means to improve air, water and land quality through the redevelopment process.

It should be noted that the establishment of dense transit oriented development within station areas is intended to improve the environment of the region by concentrating growth where it can be supported by transit and other infrastructure, by relieving the pressure for growth on outlying greenfield locations, and by reducing vehicular trips and trip lengths that otherwise would extend to the outer edge of the metropolitan area.

Environmental Recommendations

44. **Make trees a key feature of the entire plan area.**

Tyvola & Archdale residential neighborhoods are characterized by their mature tree canopy. A large portion of the residential areas has a significant tree canopy. Trees could become a key feature for the entire study area if they are added to streets in the Transit Station and Corridor Areas. In addition to their aesthetic value, trees help to reduce stormwater run-off, slow soil erosion, absorb air pollutants and provide shade. Where street trees currently exist in the station area, they should be maintained and replaced as necessary. In parts of the station area where street trees do not currently exist, they should be planted as part of any new development or redevelopment in accordance with the streetscape cross-sections.

45. **Design site plans for new buildings and renovations in the station area to improve water quality for stormwater run-off.**

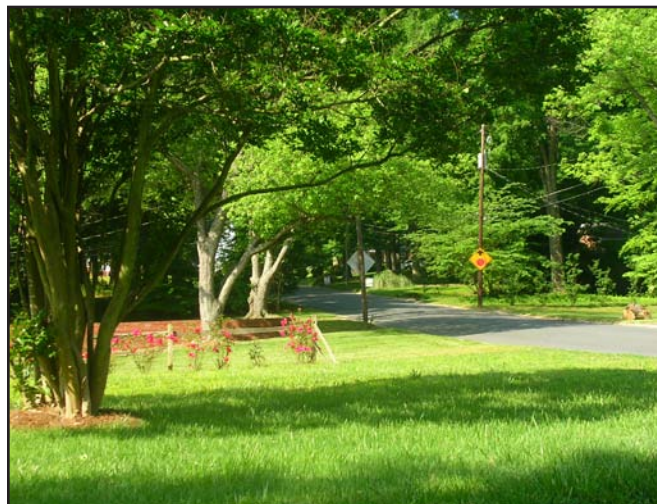
Over the last decade, innovative design solutions have been developed to address the water quality of stormwater runoff. These best practices in on-site stormwater management include the use of bioswales or rain gardens, rooftop rain capture, and pervious parking areas. Because of the large amount of impervious surface area and the proximity of nearby creeks, new developments and redevelopments in the station area are encouraged to incorporate design features that improve the quality of stormwater leaving their site, consistent with the Council-adopted Post-Construction Controls Ordinance.

46. **Protect or enhance the watersheds when possible.**

The Tyvola & Archdale plan area sits on a ridgeline that divides the Upper Little Sugar Creek watershed to the east and the Irwin Creek watershed to the west. Both the Upper Little Sugar Creek and Irwin Creek basins are listed as “Impaired” by regulating agencies. Further degradation to either creek would be a negative impact to the community. Any development or redevelopment in the area will have a goal to improve the quality of runoff, reduce flooding impacts, and reduce runoff if possible. This will primarily be achieved with the provisions of the Post-Construction Controls Ordinance.

47. **Assist property owners with remediation of sites known or perceived to have contaminated soil.**

Soil contamination poses an obvious hazard to the environment; however, it can also serve as an obstacle to development. Since contamination is a potential issue in the transit station area, property owners should be encouraged to participate in the funding programs offered by the City of Charlotte to financially assist with the assessment of contaminated sites.

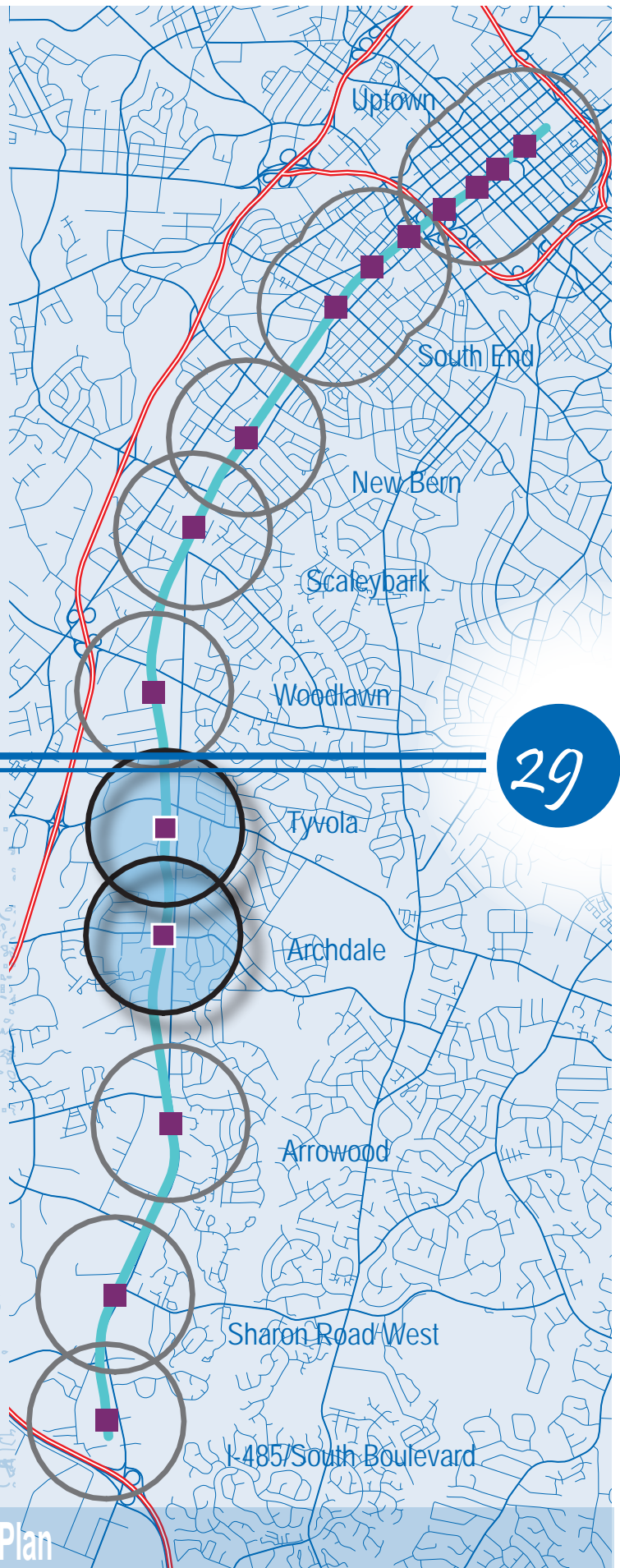


The tree canopy in existing neighborhoods of the plan area is an amenity to be preserved and emulated in new development.

Volume 2:
*Implementation
Plan*

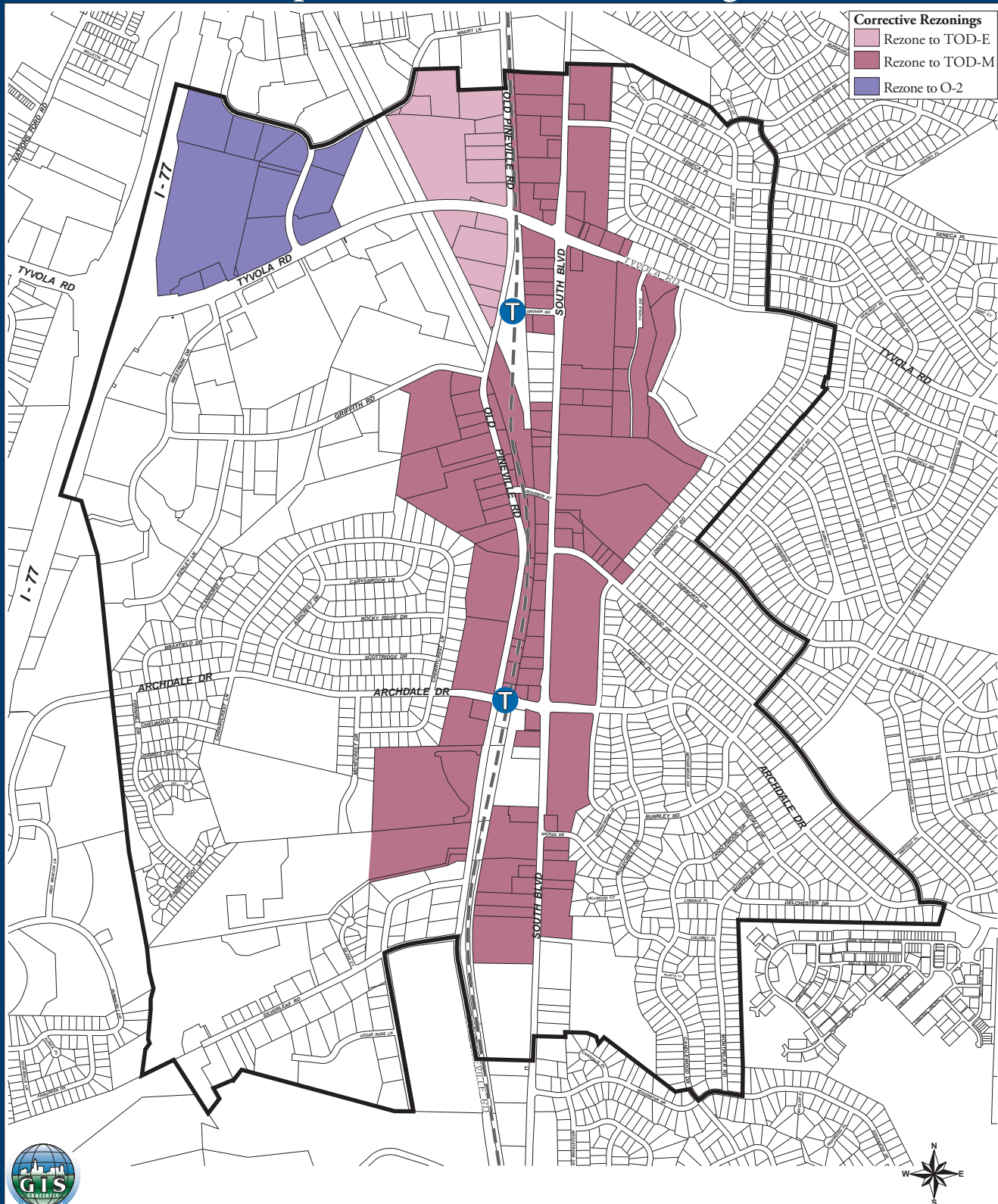
29

Tyvola & Archdale Transit Station Area Plan



Tyvola & Archdale Transit Station Area Plan

Map 6: Corrective Rezoning



Produced by the Charlotte-Mecklenburg Planning Department.

0 600 1,200
feet

Date: May 14, 2008

Tyvola & Archdale Transit Station Area Plan

IMPLEMENTATION PLAN

Implementation Plan

The recommendations of the *Tyvola & Archdale Transit Station Area Plan* will be implemented in a number of ways. First and foremost, all of the recommendations in the plan, once adopted, are City policy. As such, the recommendations will guide future decision-making in the study area, such as requests for rezoning and updates to the Zoning and Subdivision Ordinances.

This Implementation Plan outlines the strategies to help implement the land use, community design, transportation, and other development-oriented recommendations contained in the adopted Concept Plan. Implementation Strategies are listed on the following pages. The number of each action corresponds to the number for the recommendation in the Concept Plan. The responsible agency and possible time frame also are included.

These Implementation Strategies will not be approved by elected officials as part of the Concept Plan adoption. The strategies that require City Council approval will be brought forward on a case by case basis after the Concept Plan has been adopted and the public has had an opportunity to give input.

Because this Implementation Plan is not adopted by elected officials, the public sector sponsored items listed on the following pages are ideas for implementation, not a commitment. The projects may be revised over time; as such this Implementation Plan should be updated periodically to reflect changes and progress.

Public Sector Responsibilities

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. 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 plan area to ensure that future development meets the required standards and reflects the intent of the adopted policy.

Private Sector Responsibilities

The private sector will be responsible for developing and redeveloping properties within the plan area consistent with the vision, policies, and recommendations included in the Concept Plan. Ensuring that the infrastructure required in conjunction with development is provided will be part of these development responsibilities.

Corrective Rezonings

The Planning Department will initiate corrective rezonings to implement the land use vision and recommendations adopted as part of the Concept Plan. The proposed rezonings are shown on Map 6. The rezoning process will occur after the adoption of the Concept Plan.

The proposed rezonings to TOD-M may be initiated in one or more groups, or may be proposed on a case-by-case basis in order to insure that new streets and other recommendations of this plan are provided by new development.

Implementation Strategies

The number of each action corresponds to the number for the recommendation in the Concept Plan.

| | Action Item | Type | Lead Agency | Priority |
|----|--|---------------|-------------|-----------------|
| | <u>Land Use and Community Design</u> | | | |
| 1a | Rezone area recommended for transit oriented development to TOD-M and TOD-E per Map 6. | Zoning | Planning | Short (0-5 yr) |
| 1b | Use land use recommendations to guide and evaluate development proposals. | Zoning | Planning | as devel occurs |
| 2 | Use land use recommendations to guide and evaluate development proposals. | Zoning | Planning | as devel occurs |
| 3 | Use land use recommendations to guide and evaluate development proposals. | Zoning | Planning | as devel occurs |
| 4 | Create urban plazas or parks near the transit stations. | Park | Park & Rec | Short (0-5 yr) |
| 5 | Not Applicable. | NA | NA | NA |
| 6 | Use land use recommendations to guide and evaluate development proposals. | Zoning | Planning | as devel occurs |
| 7 | Update Centers, Corridors & Wedges Boundaries. | Planning | Planning | Short (0-5 yr) |
| 8 | New street connections - Provide new street connections needed to create typical block lengths of 400 feet desired, or 600 feet maximum, as shown on Map 4. Specifically, extend streets as noted in the plan. | Transp. | CDOT | as devel occurs |
| 9 | Consider new grade crossings of the rail corridor at Seneca Place and Green Hill Road. | Street / Rail | CDOT / CATS | as devel occurs |
| 10 | Use land use recommendations to guide and evaluate development proposals. | Zoning | Planning | as devel occurs |
| 11 | Use land use recommendations to guide and evaluate development proposals. | Zoning | Planning | as devel occurs |
| 12 | Use land use recommendations to guide and evaluate development proposals. | Zoning | Planning | as devel occurs |
| 13 | Use land use recommendations to guide and evaluate development proposals. | Zoning | Planning | as devel occurs |
| 14 | Not Applicable. | NA | NA | NA |

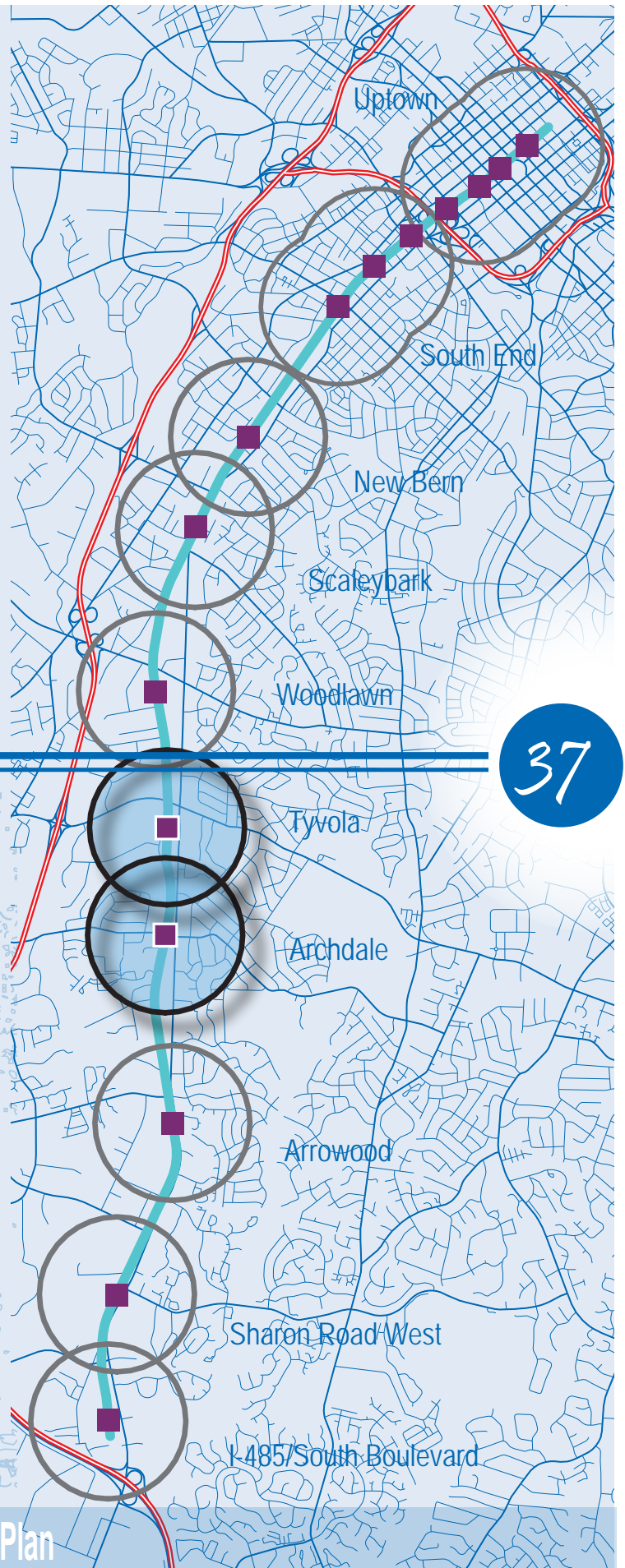
| | Action Item | Type | Lead Agency | Priority |
|-----|--|----------|-------------|-----------------|
| 15 | Use land use recommendations to guide and evaluate development proposals. | Zoning | Planning | as devel occurs |
| 16 | Use land use recommendations to guide and evaluate development proposals. | Zoning | Planning | Short (0-5 yr) |
| 17a | Use land use recommendations to guide and evaluate development proposals. | Zoning | Planning | as devel occurs |
| 17b | Maintain and enhance the existing street network for the Corridor neighborhoods. | Transp. | CDOT | as devel occurs |
| 18a | Use land use recommendations to guide and evaluate development proposals. | Zoning | Planning | as devel occurs |
| 18b | Maintain and enhance the existing street network for the Corridor neighborhoods. | Transp. | CDOT | as devel occurs |
| 19 | Provide new street connections in the General Corridor Area. | Transp. | CDOT | as devel occurs |
| 20 | Maintain the single family portion of the Madison Park, Montclair, and Starmount neighborhoods. | Planning | Planning | as devel occurs |
| 21 | Use land use recommendations to guide and evaluate development proposals. | Zoning | Planning | as devel occurs |
| 22 | Not Applicable | NA | NA | NA |
| 23 | Maintain the existing street network for the Wedge Neighborhood area. | Transp. | CDOT | as devel occurs |
| | <u>Transportation / Street Design</u> | | | |
| 24 | see # 8. | Zoning | Planning | as devel occurs |
| 25 | see # 19. | Zoning | Planning | as devel occurs |
| 26 | Improve east-west mobility with new LYNX crossings (see # 9 and # 39). | Transp. | CDOT | Long (>10 yrs) |
| 27 | Improve north-south mobility by extending Kenley Lane to Archdale Drive. | Transp. | CDOT | as devel occurs |
| 28 | Increase connectivity in the Montclair neighborhood by connecting Ingleside and Tyvola Drives with South Blvd. | Transp. | CDOT | as devel occurs |

| | Action Item | Type | Lead Agency | Priority |
|----|---|---------|-------------|------------------|
| 29 | Increase connectivity in the Montclair South neighborhood by connecting Cherrycrest Lane and Montcrest Drive via multi-family developments to Old Pineville Road. | Transp. | CDOT | as devel occurs |
| 30 | Address spacing of intersections on Tyvola Road. | Transp. | CDOT | as devel occurs |
| 31 | Eliminate gaps in the sidewalk system within the Transit Station Area. | Transp. | CDOT | Medium (5-10 yr) |
| 32 | Eliminate gaps in the sidewalk system leading from the residential areas to the Transit Station. | Transp. | CDOT | Medium (5-10 yr) |
| 33 | Widen sidewalks along thoroughfares. | Transp. | CDOT | Medium (5-10 yr) |
| 34 | Improve the sidewalk network in the Transit Station Area. | Transp. | CDOT | Medium (5-10 yr) |
| 35 | Enhance pedestrian and bicycle crossings on major thoroughfares. | Transp. | CDOT | Medium (5-10 yr) |
| 36 | Extend designated bicycle lanes on Archdale Drive and Seneca Place. | Transp. | CDOT | Medium (5-10 yr) |
| 37 | Site new developments to allow future addition of bicycle lanes on South Blvd. | Transp. | CDOT | Medium (5-10 yr) |
| 38 | Extend Seneca Place to Minuet Lane. | Transp. | CDOT | Medium (5-10 yr) |
| 39 | Extend Greenhill Drive to South Blvd. | Transp. | CDOT | Long (>10 yrs) |
| 40 | Install pedestrian scale lighting. | Transp. | CDOT | Medium (5-10 yr) |

| Action Item | | Type | Lead Agency | Priority |
|-------------|--|-------------------|-----------------------|------------------|
| | <u>Infrastructure and Public Facilities</u> | | | |
| 41 | Conduct and infrastructure study to evaluate the adequacy of infrastructure. | Utilities | E&PM / CMU | Medium (5-10 yr) |
| 42 | Encourage the burying of utilities. | Utilities | Planning | as devel occurs |
| 43 | Encourage urban open spaces in the Transit Station Area. | Park | Planning / Park & Rec | Medium (5-10 yr) |
| | <u>Environment</u> | | | |
| 44 | Make trees a key feature of the entire plan area. | Zoning/ Tree Ord. | Planning / Park & Rec | Medium (5-10 yr) |
| 45 | Design site plans for new buildings and renovations in the station area to improve water quality for stormwater run-off. | Stormwater | E&PM | as devel occurs |
| 46 | Protect or enhance the watersheds when possible. | Stormwater | E&PM | as devel occurs |
| 47 | Assist property owners with remediation of sites known or perceived to have contaminated soil. | Brownfield | Econ. Dev. | as devel occurs |

Appendix:

37



Existing Conditions

This chapter examines existing demographic, environmental, land use, design, transportation, and infrastructure conditions in the Tyvola & Archdale plan area. It provides a framework for understanding the opportunities and constraints identified in the Concept Plan.

Demographics

According to the 2000 U.S. Census, the Tyvola & Archdale plan area is home to approximately 6,500 residents. The majority of these residents are white (52%) and about 23% are black. Hispanic residents comprise 33% of the area's population. This is a significantly greater percentage than the entire city which was 7% in 2000.

A substantial majority of the residents in the plan area (86%) are working age adults, between ages 18 and 64 years. Only 10% are below the age of 18, while 4% are over 65.

Approximately 41% of residents in the plan area have a household income of less than \$35,000 compared 36% for households in Charlotte overall.

The highest level of educational attainment for area residents is quite diverse, as seen on the accompanying diagram. Differences in educational levels contribute to the diverse employment industry for residents in the plan area, as noted in the accompanying diagram.

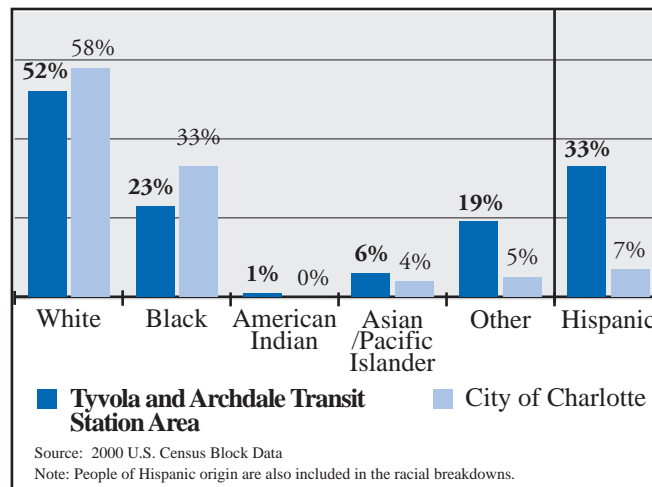
Although residents work within a diversity of industries, their mode of transportation to work is very similar. Of the working population, 95% travel to work by car, truck or van; 2% use public transportation and the remaining 3% are split between individuals who walk to work and work at home. The average travel time to work is approximately 23 minutes.

Issues/Opportunities

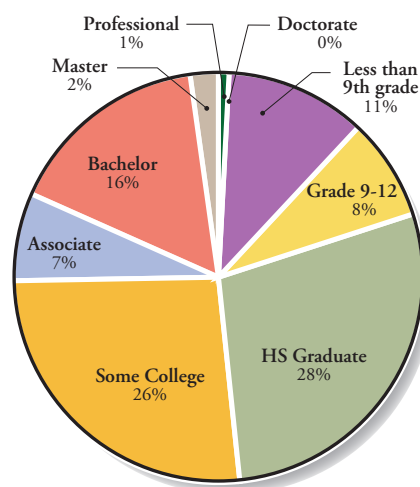
As the area continues to grow, the diverse population provides an opportunity for this area to become a unique place for people to live and work.

In addition, the LYNX Blue Line can provide an alternative mode of transportation for residents within the area.

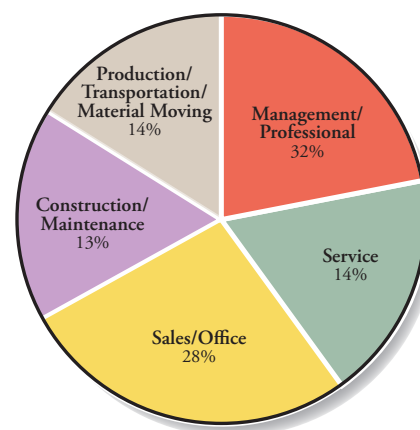
Tyvola & Archdale Transit Station Area Plan



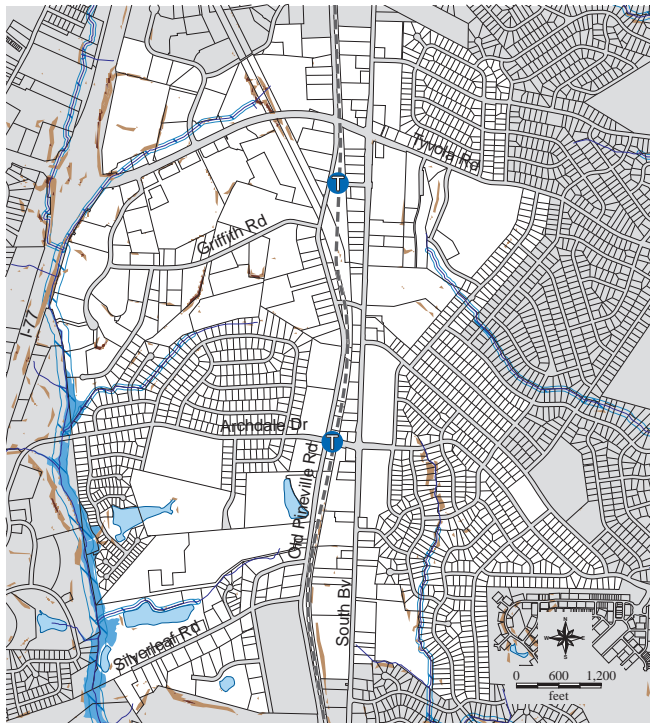
Population Characteristics for Tyvola and Archdale Station Area Plan and Charlotte



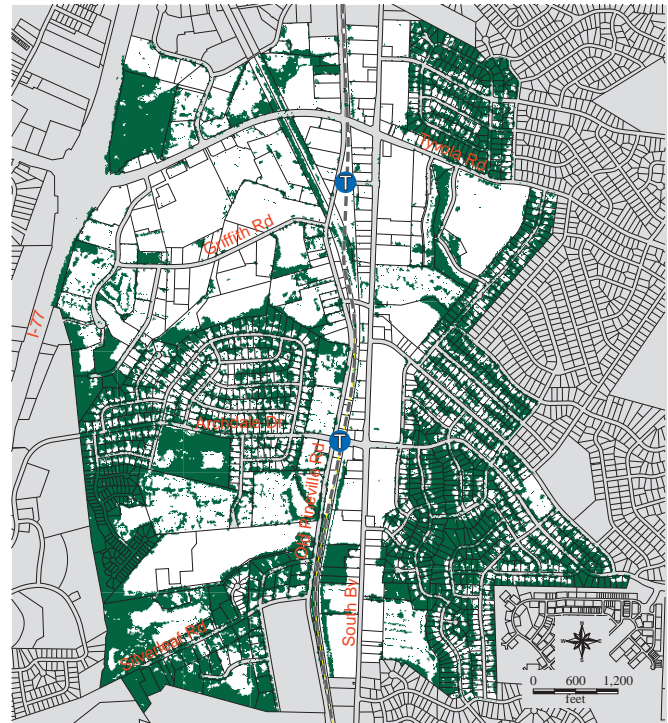
Educational Level for Tyvola and Archdale Station Area Plan



Employment Industry for Tyvola and Archdale Station Area Plan



- 15 - 25% Slope
- Greater Than 25% Slope
- SWIM Buffers
- Transit Station and Line
- Community Floodplain
- Existing Ponds
- Existing Streams

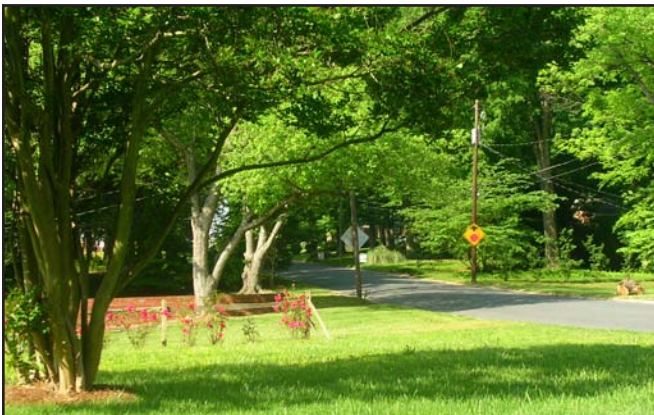


- Tree Canopy (2002 Data)
- Transit Station and Line

Environment

Natural Features

The Tyvola & Archdale Station Area, like most station areas along the South Corridor, sits upon a natural north-south ridge and does not have many sensitive natural features. Tributaries of Kings Branch flow off the ridge leaving the land around the stations well-drained and without wetlands or floodplains. Topography is relatively gentle with a few steep slopes along the edge of the creeks.



The tree canopy in existing neighborhoods is an amenity to be preserved and emulated in new development.

Tree Cover

The South Boulevard corridor has few trees, minimal landscaping, and vast parking areas generally devoid of landscaping. However, established residential neighborhoods in the plan area have an extensive mature tree canopy.

Issues/Opportunities

Currently, the core of the study area has few trees and minimal landscaping, which results in higher amounts of stormwater run-off. As the study area redevelops, there will be a significant opportunity to improve the quality of the environment by planting additional trees and landscaping.

Land Use and Design

Industrial

Most industrial facilities in this station area are single story structures primarily sited on Old Pineville Road or South Boulevard along both sides of the rail line. Griffith Road contains several one-story office/industrial buildings and culminates at Westbark Drive, which is home to several multi-story hotels near the I-277 interchange. The newer properties are well-landscaped and maintained, while older properties appear to be less so.

Commercial

Commercial, retail, and service properties in the station area are almost exclusively single-story and automobile-oriented, either contained within a strip commercial center or as a stand-alone building. The larger commercial properties include several strip shopping centers on South Boulevard, most dating to the 1960s, where the tree canopy is minimal and overhead utility lines and poles dominate the streetscape.

Tyvola Road between South Boulevard and the I-77 interchange contains newer commercial uses, such as the Costco store and a modern office park. Both public and private property in this area is well-landscaped.

Residential

Most single-family housing in the station area was built between 1958 and 1970, and is generally single story ranch or split level in design. Virtually all single-family homes are located in suburban-style residential subdivisions with mature tree canopies. Single-family homes in the area are typically well-maintained.

Most multi-family housing is located on or just off of Old Pineville Road or South Boulevard. It includes two-story attached townhouses with surface parking, as well as standard garden apartment complexes. Most was constructed in the 1970s and 1980s, and varies in the quality of landscaping and maintenance.

Civic

Smith Middle School, built in 1960, is the only public school in the station area, located at 1600 Tyvola Road. There are two post office branches, slightly more than one mile apart, located within the area boundaries. At least four houses of worship are within the area boundaries.

Open space in the station area includes the athletic fields at the Smith Middle School, as well as Archdale Park, a large natural area with walking trails, a playground, and a basketball court.



Office/industrial building on Griffith Road.



This automotive service facility on Old Pineville Road is within sight of the Archdale light rail station.



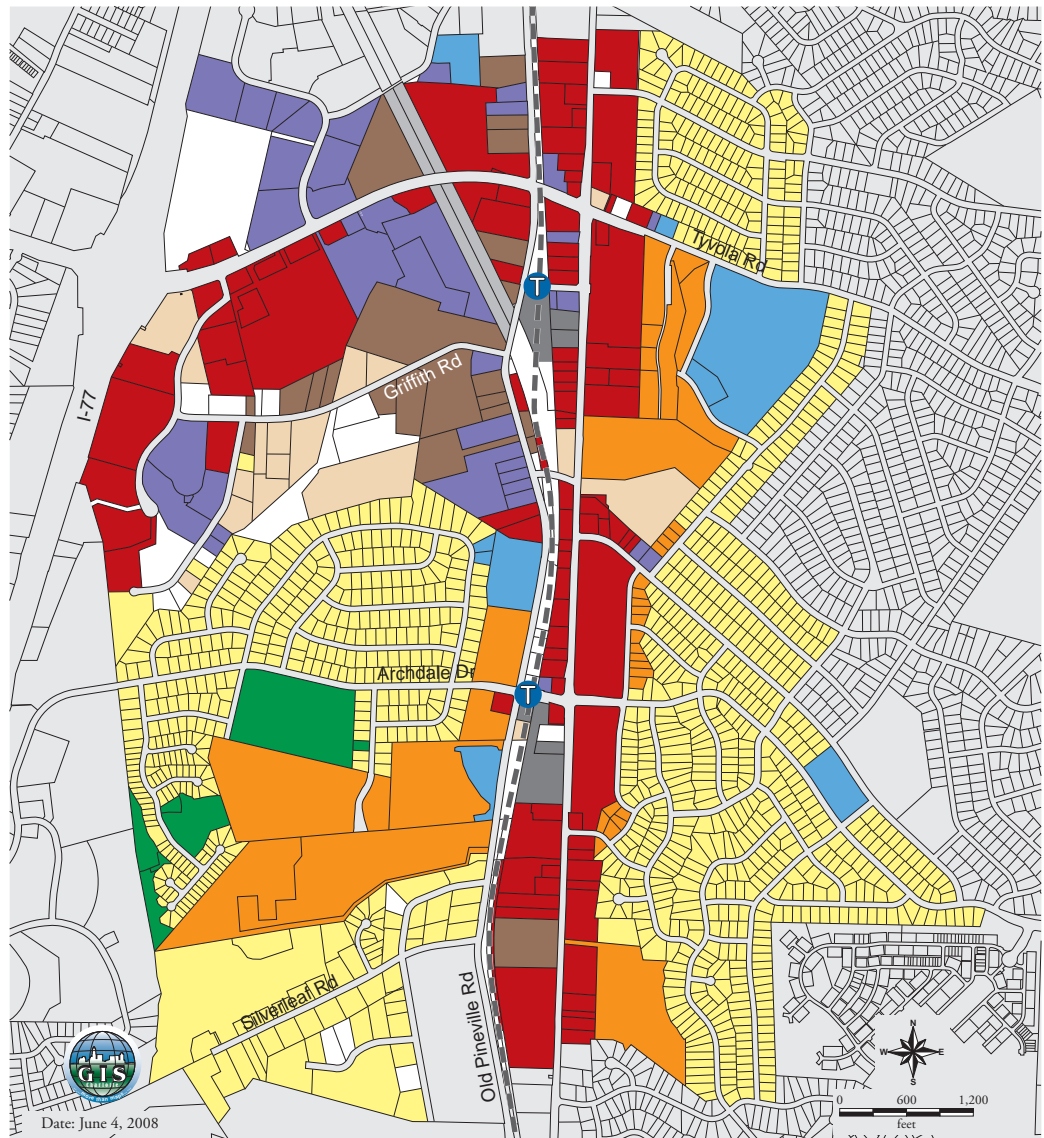
Multi-family housing on Old Pineville Road adjacent to the Archdale Station.



Playground at Archdale Park.

Tyvola and Archdale Existing Land Use

 Transit Station & Line














Issues/Opportunities

Most uses in the plan have an automobile-oriented design, generally considered incompatible with transit oriented development.

Multi-family housing is a desirable use in a transit station area. Existing multi-family residential properties close to both stations are mostly less dense than optimal.

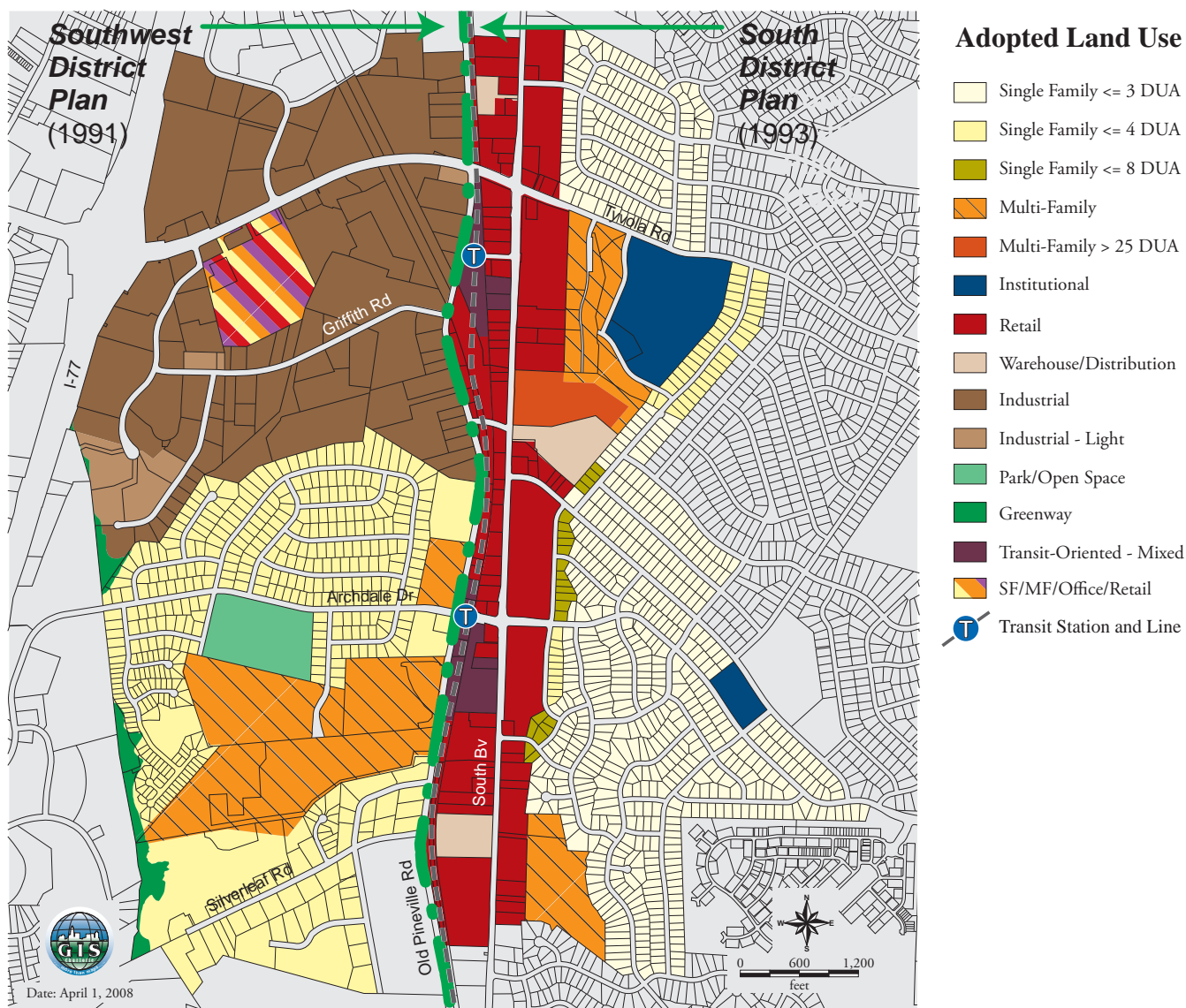
Industrial/warehouse uses are heavily present close to Tyvola station. However, these uses are typically not very transit supportive, unless they have a significant number of employees.

| Existing Land Use | Acreage | % of Total |
|--|----------------|-------------|
|  Single Family - Detached | 427.5 | 38.1 |
|  Multi-Family | 138.3 | 12.3 |
|  Retail | 206.5 | 18.4 |
|  Office | 82.6 | 7.4 |
|  Warehouse/Distribution | 42.9 | 3.8 |
|  Industrial | 58.7 | 5.2 |
|  Institutional | 46.4 | 4.1 |
|  Utility | 10.5 | 0.9 |
|  Open Space | 26.3 | 2.3 |
|  Parking | 12.7 | 1.1 |
|  Vacant | 69.5 | 6.2 |
| Total | 1,121.6 | 99.8 |

Tyvola & Archdale Transit Station Area Plan

EXISTING CONDITIONS

Tyvola and Archdale Adopted Land Use - Southwest District Plan (1991) and South District Plan (1993)



Adopted Future Land Use

Prior to the adoption of this plan, the Charlotte City Council adopted the *Southwest District Plan* (1991) and the *South District Plan* (1993) that served as the governing land use policies for the plan area. The district plans have been updated incrementally by Council-approved rezonings.

For the Tyvola & Archdale Station Area, both district plans recommend protecting existing neighborhoods but encourage redevelopment where appropriate. The *South District Plan* recommends the area along South Boulevard for retail and business uses. Neighborhoods to the east of the commercial district are recommended to remain residential. The *Southwest District Plan* calls for properties along Tyvola Road and Griffith Road, between I-77 and the rail line, to be industrial, while protecting existing residential neighborhoods south

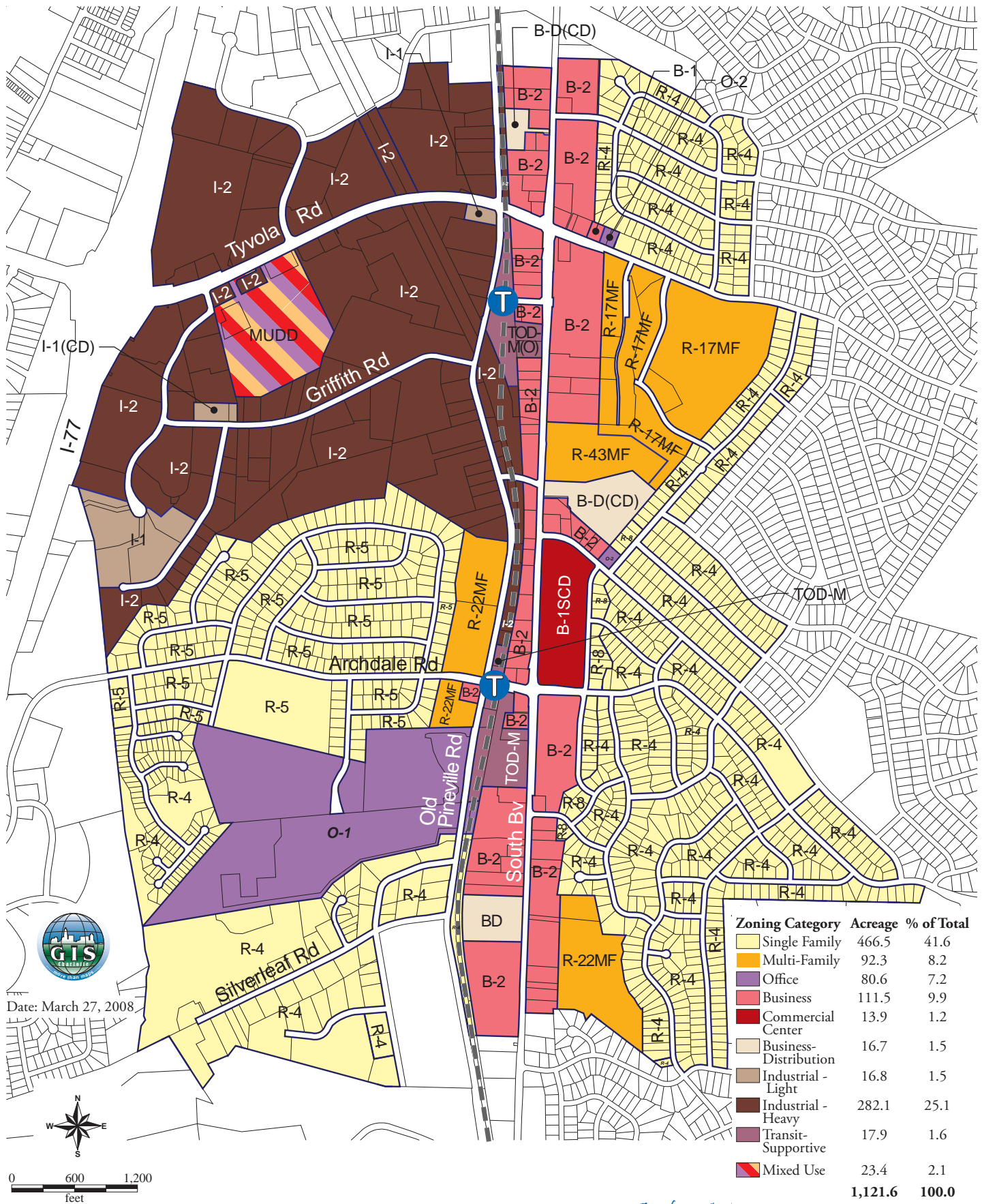
of the industrial district. Neither plan anticipated a light rail transit line, nor the higher density uses supportive of the line.

Upon adoption, the *Tyvola & Archdale Station Area Plan* becomes the governing land use policy document for properties within the plan boundaries. The updated future land uses are presented in the Land Use Recommendations section of this document.

Issues and Opportunities

This Station Area Plan will update the currently adopted land use plans, providing an opportunity to promote higher intensity pedestrian oriented development that is critical in transit station areas.

Tyvola and Archdale Existing Zoning





Land uses at Tyvola Station include the rear of small commercial parcels that front toward South Boulevard



Townhome development adjacent to Archdale Station.

Existing Zoning

In general, the zoning for the Tyvola & Archdale station area reflects the existing development pattern, with mainly retail zoning along South Boulevard and industrial zoning along Tyvola and I-77. The existing neighborhoods on the east side of South Boulevard as well as on the west side, are zoned for single family residential development.

There are a number of parcels with existing land uses that are not typical of their zoning designation. This includes the multi-family development off of Old Pineville Road south of the Archdale station on land zoned O-1, office. There also are hotels along Westpark Drive fronting I-77 south of Tyvola Road on land zoned I-2, industrial.

Issues/Opportunities

The development built under the existing industrial and business zoning typically will not meet the intensity, use and community design guidelines for transit oriented development.

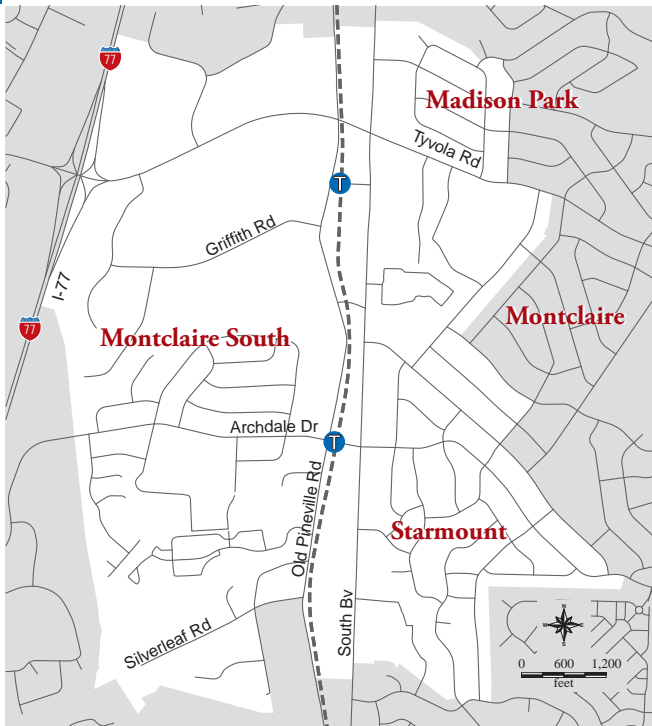
There have been no development-initiated TOD rezonings in the Tyvola & Archdale plan area.



The Industrial area off of Tyvola Road and I-77 includes a number of hotel properties.



Attractive single-family neighborhoods with extensive tree canopy about the station area.



Established Neighborhoods

The Tyvola & Archdale plan area includes significant portions of four established neighborhoods: Montclair South, Madison Park, Starmount, and Montclair (included in data for the Closeburn/Glenkirk Neighborhood Statistical Area.) The Charlotte Neighborhood Quality of Life Study (2006) categorizes the Madison Park neighborhood as “stable,” and the other three as “transitioning.” Variables such as median household income, housing values and homeownership are illustrated in the table below.

Issues and Opportunities

Single family neighborhoods border the eastern and western edge of the station area and provide stability in an area that may experience intense development along the rail corridor. Starmount and Montclair South are especially close to the Archdale Station.

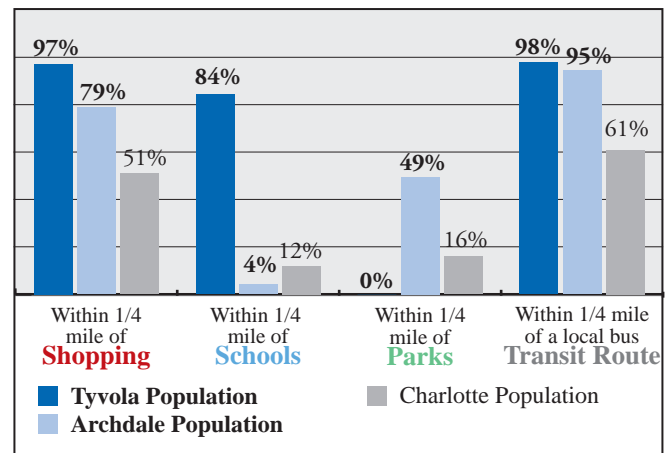
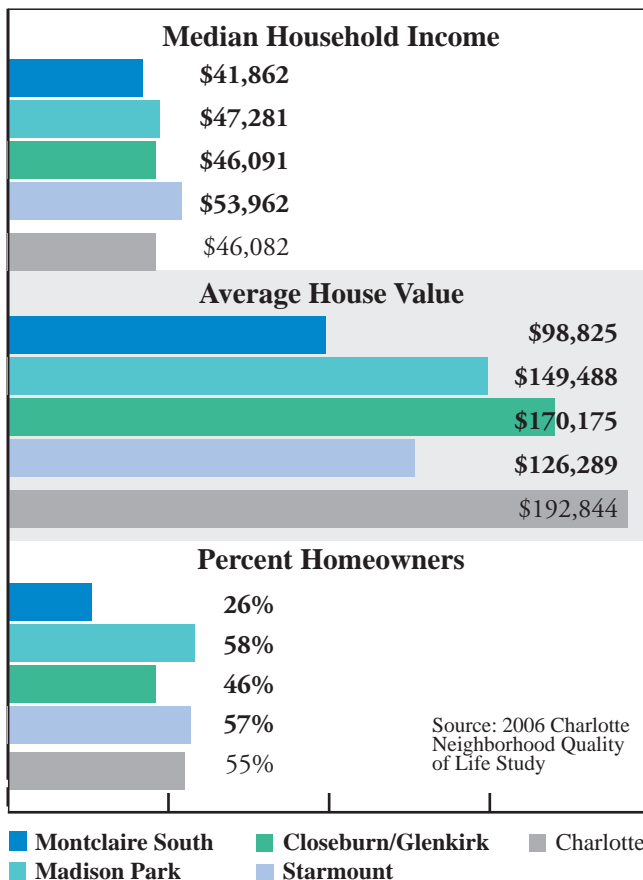
It will be important to protect the existing single family neighborhoods at the eastern and western edges of the plan area.

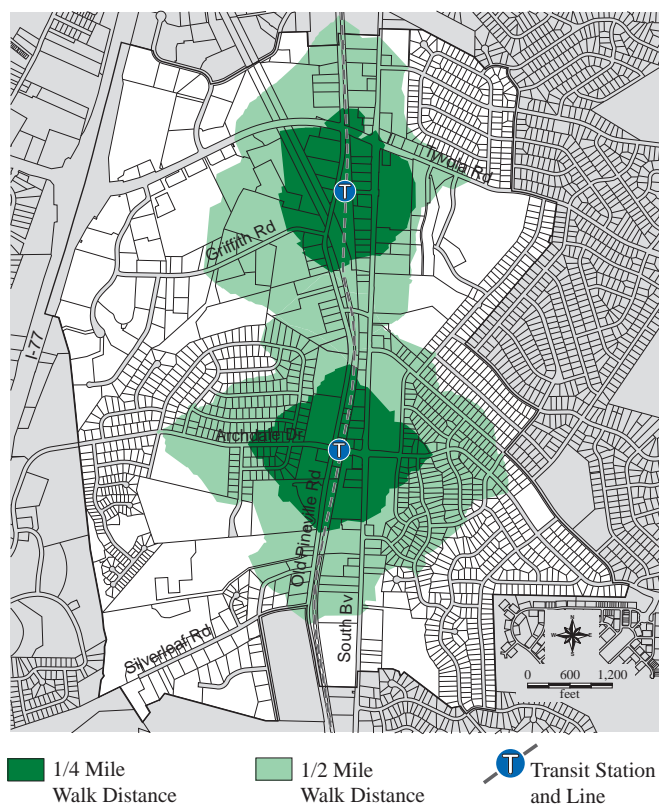
Land Use Accessibility Index

Land use accessibility is often described as convenience or ease of reaching activities and destinations, particularly shopping, schools, parks, and local transit routes. As seen from the data below, the residents in the plan area have better access to shopping and transit than are residents of the City of Charlotte overall. Tyvola station residents are particularly close to a school, while Archdale residents are served by a park in close proximity. For example, 49% of residents around Archdale station are within a ¼ mile of a park, whereas only 16% of residents throughout the City are that close to a park.

Issues/Opportunities

Potential development around the station area provides an opportunity to further enhance the mixture of land uses that are easily accessible to area residents.





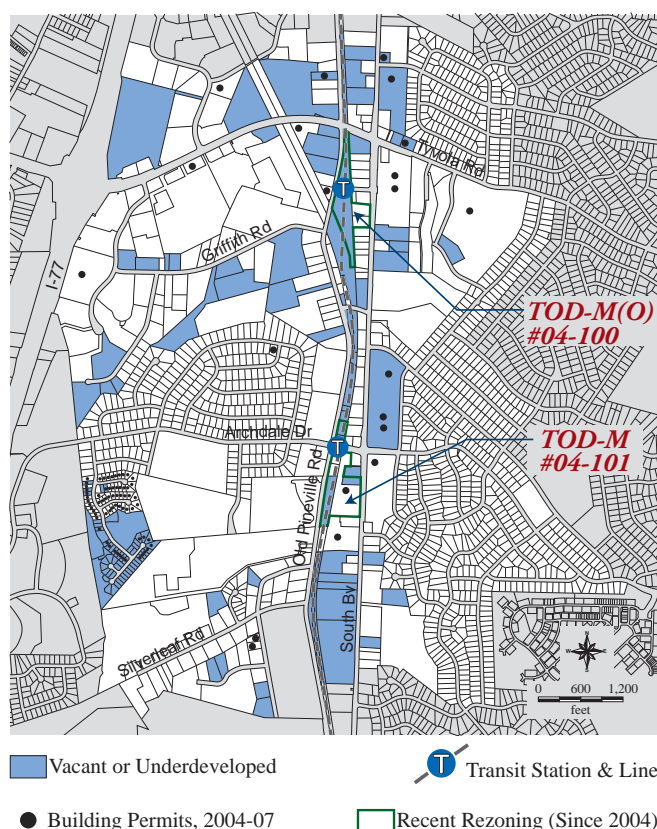
1/4 and 1/2 Mile Walk Distance

The Tyvola & Archdale plan area has an extensive amount of land within a 1/2 mile walk of a transit station (typically 10 minutes). The current walk distance extends throughout the non-residential core of the station area and into the surrounding neighborhoods.

Issues/Opportunities

Although there is an extensive area within 1/2 mile walk of the transit station, there is an opportunity to expand the area within a 1/2 mile walk by adding additional street networks and connections.

The 1/2 mile walk also extends into multi family and single family neighborhoods both on the east and west sides of the Archdale Transit Station.



Development Activity / Potential Opportunities

Rezoning

During the past 3 years there have been only 2 rezoning petitions filed in the plan area. These were for TOD-M zoning filed by CATS for the park and ride lots at Tyvola and Archdale transit stations.

Building Permits

There have been 320 building permits that have been issued in the plan area during the past 4 years, including residential and non-residential developments. These are shown with dots on the map above.

Vacant and Underutilized Land

Although the plan area is largely developed, there are 123.9 acres of vacant land in the plan area. There also are 97.8 acres classified as underdeveloped. Parcels highlighted on the above map are considered underdeveloped or vacant. Some have single family homes on very large lots; others are developed with small retail and industrial land uses. These properties are considered particularly ripe for development/redevelopment.

Issues/Opportunities

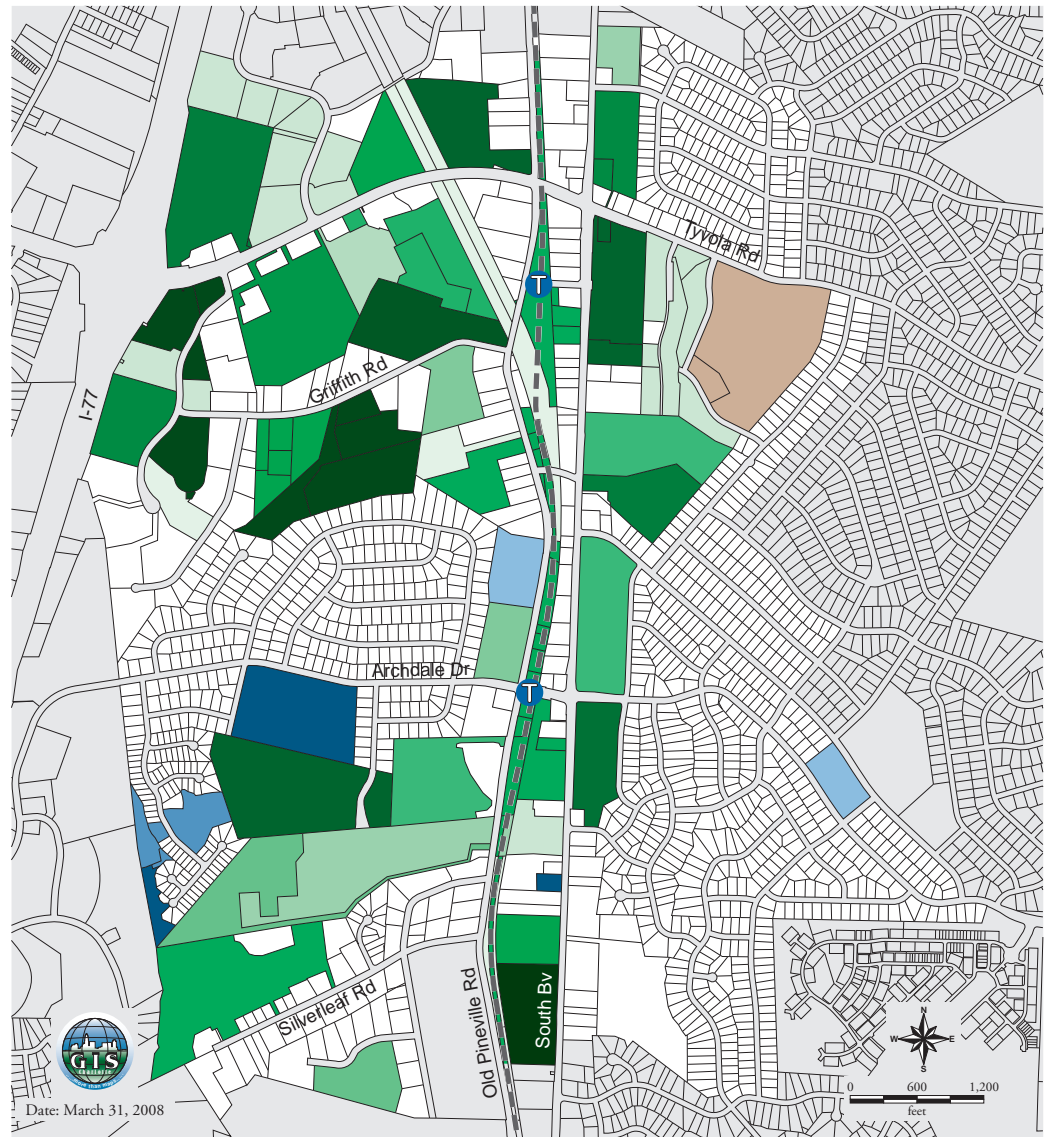
Potential development around the station provides an opportunity to improve the mixture of land uses in the plan area. However, the transit oriented development potential surrounding the stations is hampered by the Norfolk Southern Railroad (NSRR) running along the east side of the stations.

Tyvola and Archdale Large Parcel Ownership

Large Parcel Ownership

- Non-Profit
- Public
- Private

T Transit Station and Line



Large Parcel Ownership

While much of the study area consists of small parcels in individual ownership, there are larger concentrations in consolidated ownership. The above map shows such larger holdings as indicated by tax records, whether consisting of a single parcel or of a number of smaller adjacent parcels. The larger holdings include some public and non-profit owners with specific purposes, such as Charlotte-Mecklenburg Schools. However, as indicated on the map, there are a number of privately owned properties in larger blocks along the corridor. These include larger shopping center properties and multi-family residential properties.

Issues/Opportunities

The large parcels within the study area have the potential of accommodating higher density transit oriented development uses with less assemblage than would be necessary with smaller holdings.

Market Research and Development Projections

In early 2003, Robert Charles Lessor & Company completed a market study of the future South Corridor light rail station areas entitled *Station Area Allocations for New Office Retail and Multi-family Development along the South LRT Line 2000-2025*. The study assumes a proactive role by local government in promoting station area development (including such things as zoning changes and public infrastructure development) and a continuation of economic trends during the study period in generating its projections. The findings of the study for the vicinity of each station is presented below separately.

Tyvola Area

The study indicates a strong potential for office and retail mixed commercial development based on the following factors:

1. *Immediate and direct access to a high capacity interchange at Interstate 77.* This interchange provides strong regional connectivity and automobile access to complement the light rail access.
2. *Connections to two office cores at South Park and the Coliseum office park area, provided by Tyvola Road.* These two office cores provide a strong market at this mid-point location for larger users and numerous smaller users such as law firms and service providers that might desire to be able to serve both office cores.
3. *High visibility and traffic counts along Tyvola Road and South Boulevard.* Combined with excellent freeway access and a strong regional mall at South Park, the visibility along Tyvola Road and South Boulevard can provide significant market access for retailers.

The study suggests that office development take place west of the light rail line with retail closer to the intersection of Tyvola Road and South Boulevard. Surrounding residential development is currently disconnected from the station area and will remain so with the elevated nature of the light rail, making commercial more suitable uses immediately proximate to the light rail line. The report strongly suggests the potential for residential redevelopment to the east of South Boulevard is a key factor in helping drive retail opportunity in the area.

Archdale Area

The study notes that Archdale is a smaller and more tightly developed area than the station areas adjacent to the north and south, limiting commercial development potential. The study suggests there will be minimal regional demand in the area and that opportunity lies in leveraging and enhancing existing community strengths. Those strengths include:

1. *Affordable housing.* The existing housing stock is somewhat older and relatively modest in size, making it affordable and accessible to moderate income households. This can help attract newly formed households to the area.
2. *Low-volume connections.* The modest access to the area discourages significant office or retail development but facilitates strong residential opportunities through short and long term pedestrian enhancements.
3. *Significant immigrant populations.* The area has a strong and large immigrant population that can serve as a catalyst for niche retail serving the localized populations as well as attracting regional shoppers and diners searching for unique and authentic products and experiences.

The Archdale area suffers from regional perceptions as an area of high crime, making safety enhancement and reversing perceptions of crime the two key elements to any redevelopment strategy for the area. The study suggests that once this is accomplished, there is strong potential for mixed income residential redevelopment.

Issues/Opportunities

The station area has good regional access from I-77 at Tyvola Road, but the light rail station is located on Old Pineville Road at Grover Road, somewhat removed from the more heavily traveled Tyvola Road and South Boulevard. Transit oriented development is less likely to be initially drawn to this location.

The Norfolk Southern rail line, and light rail line itself, are barriers to good street connections from South Boulevard to Old Pineville Road.

Transportation

The Street Network

The number of route choices available to pedestrians, bicyclists, and motorists describes the adequacy of an area's street network. A dense, well-connected network offers greater choices of routes and more direct routes to destinations than does a less connected network, and therefore provides greater overall system capacity.

Route choices are measured by the number of lane-miles of streets, number of intersections (nodes), number of blocks (links), and the connectivity index. A lane-mile is one mile of a single roadway lane. The more lane-miles of streets there are, the greater the overall traffic carrying capacity. The connectivity index quantifies how well a roadway network connects destinations and is calculated by dividing the number of roadway links by the number of roadway nodes. A connectivity index of 1.45 or more is desirable for transit station areas.

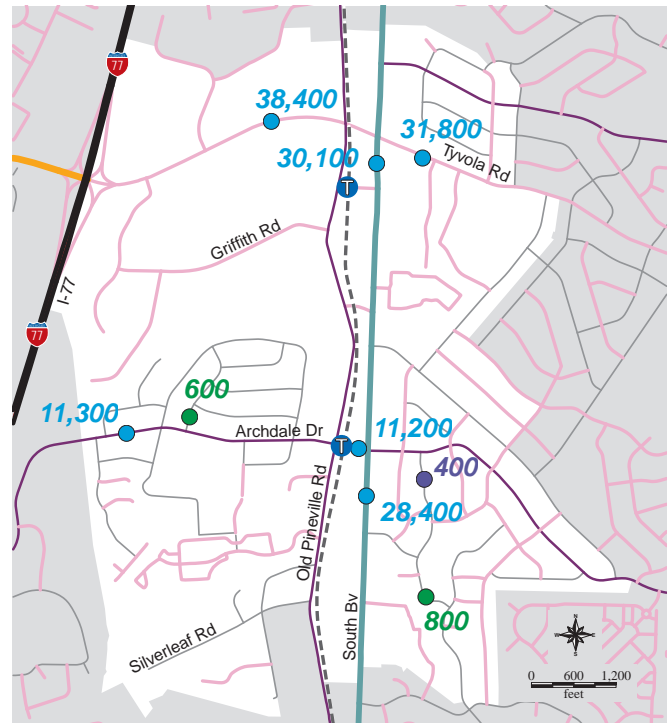
Tyvola-Archdale Station Area

| | |
|--------------------------|------|
| Area size (square miles) | 1.99 |
| Miles of streets: | 26.6 |
| Lane-mile of streets: | 62.1 |
| Connectivity Index: | 1.31 |

Issues/Opportunities:

There is a noticeable lack of street connectivity from the neighborhoods to South Boulevard, to Old Pineville Road, and to Tyvola Road. As commercial properties redevelop along these streets, there will be opportunities to provide a more robust street network that better links these neighborhoods to nearby streets.

South Boulevard is the primary north-south thoroughfare in the Tyvola-Archdale study area, with Old Pineville Road as a secondary north-south route. As this area grows and redevelops with time, the lack of other such routes will be noticed by increased levels of traffic congestion on South Boulevard, Tyvola Road, Archdale Drive, and Old Pineville Road. Additional streets that can help accommodate the expected increase in travel in the study area can be built through the redevelopment process.



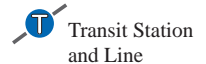
Traffic Counts: Average daily volume

Year of Count

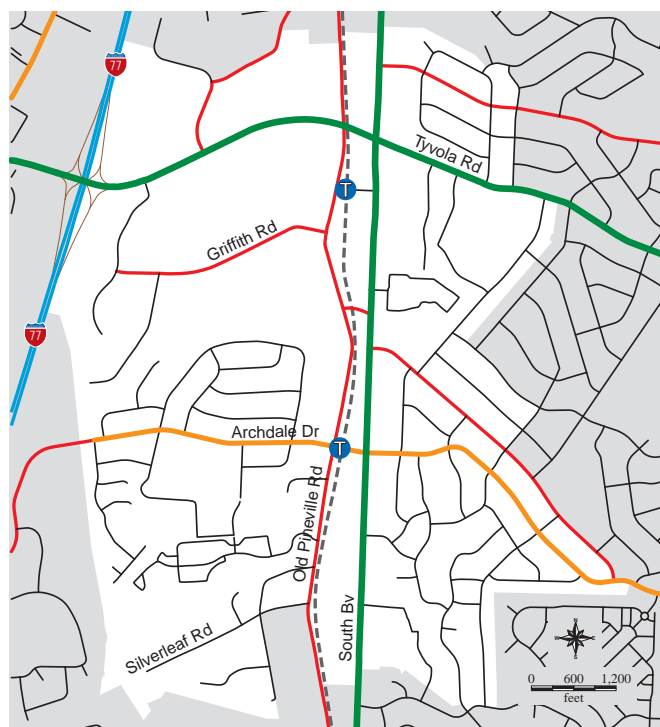
- 2002
- 2003
- 2007

Speed Limits

- 25
- 30
- 35
- 40
- 45
- 55



Tyvola Road and Archdale Drive are the only east-west thoroughfares in the Tyvola-Archdale study area. As this area grows and redevelops with time, the lack of other such routes will be noticed by increased levels of traffic congestion on South Boulevard, Tyvola Road, Archdale Drive and Old Pineville Road. Additional streets that can help accommodate the expected increase in travel in the study area can be built through the redevelopment process.



- Freeway Ramp
- Local Street
- Major Collector
- Minor Thoroughfare
- Major Thoroughfare
- Freeway
- Transit Station and Line

The Thoroughfare Plan

The Mecklenburg-Union Thoroughfare Plan is the adopted major roadway plan for Mecklenburg and Union counties. It is used to assure that the most appropriate street system is developed to meet existing and future travel needs. Streets are classified and designed according to their intended functions so that land use and traffic conflicts are minimized. The street classifications applicable to the Tyvola & Archdale station area are as follows:

Thoroughfares: South Boulevard and Tyvola Road are major thoroughfares, and Archdale Drive is a minor thoroughfare serving the plan area. As thoroughfares, these streets are designed to accommodate large volumes of traffic at moderate speeds and to provide access to major commercial, residential and residential land uses.

Collectors: Old Pineville Road, Seneca Place, Minuet Lane, Seventy-Seven Center Drive, Griffith Road, Londonberry Road, Emerywood Drive, Cherrycrest Lane, Montpelier Road, and Silverleaf Road are collector streets, carrying traffic between the thoroughfares and local streets at moderate volumes and speeds and providing access to adjacent land uses.

Tyvola & Archdale Transit Station Area Plan

Local Streets: The remaining roadways are local streets that carry low traffic volumes, have slow operating speeds and provide access to individual properties.

Interstate Highway

Interstate 77 runs north-south, as a cross-country, interstate highway between Columbia, South Carolina, and Cleveland, Ohio. Within Charlotte, I-77 travels between the North Carolina state line with South Carolina and the Lake Norman area. Unlike I-85, the only other cross-country interstate highway traversing Charlotte, I-77 more directly serves downtown, serving as a radial expressway for South and Southwest Charlotte. Within the Tyvola & Archdale area, I-77 serves as the northwestern study boundary and has a single-point urban interchange at Tyvola Road.

Railroad Line

Norfolk Southern is a major Class I railroad. The Norfolk Southern network extends over 20,000 miles in 22 states, the District of Columbia and Ontario. Within the Tyvola & Archdale area, Norfolk Southern owns and operates both a mainline and a spur.

The mainline crosses Tyvola Road at grade with Old Pineville Road before going under the elevated LYNX Blue Line to emerge parallel on its eastern side. There is also an at-grade crossing of the mainline at Archdale Drive below and just east of the elevated LYNX crossing and station at Archdale Drive.

The spur runs along the east side of the LYNX, branching off the mainline just south of the elevated Tyvola station and crossing at-grade beneath the LYNX elevated crossing of Tyvola Road.

Issues/Opportunities:

Old Pineville Road is classified as a major collector. However, the road functions more like a thoroughfare. There is opportunity to reclassify Old Pineville Road as minor thoroughfare to more closely match its actual function.

Street Classifications

Streetscape and Typical Sections



South Boulevard looking South toward Tyvola Road

▲ South Boulevard near Tyvola Road is generally four travel lanes wide with turn lanes added at its signalized intersections. Sidewalks of varying widths are located along both sides of the street, sometimes separated from travel lanes by planting strips and sometimes directly behind the curb and gutter. Street lighting is on utility poles, with some decorative pedestrian fixtures.



Tyvola Road looking West towards South Boulevard

▲ Tyvola Road is generally four travel lanes wide with turn lanes added at its signalized intersections. Sidewalks of varying widths are located along both sides of the street, sometimes separated from travel lanes by planting strips and sometimes directly behind the curb and gutter. Street lighting is provided on utility poles.



Old Pineville Road

▲ Old Pineville Road is two travel lanes wide, with bike lanes (on both sides) and sidewalk (on the west side). Planting strips are provided between the sidewalk and the street curb for much of its length. Street lighting is provided on utility poles.



Seneca Place

▲ Seneca Place is two travel lanes wide, with bike lanes (on both sides), sidewalk (on the south side), and on-street parking. A two to four foot planting strip is located between the sidewalk and parking lane. Speed tables are located within the travel lanes approximately every 800 feet. Street lighting is on utility poles.



Griffith Road

▲ The appearance of local streets varies according to the adjacent land uses. Industrial, office and commercial streets are relatively wide (24 to 40 feet) with two travel lanes, occasional on-street parking, discontinuous sidewalks and typically no planting strip. Street lighting is on utility poles.



Milford Road

▲ Residential streets in the neighborhoods east of South Boulevard are narrower (approximately 24 feet wide) with sidewalks on one side of the street or no sidewalks at all. Street lighting is on utility poles.



South Boulevard looking South toward Archdale Drive

▲ South Boulevard near Archdale Drive is generally five lanes wide with two through lanes in each direction and intermittent landscaped median/left turn lane. At the intersection with Archdale Drive, it widens to six lanes, with left and right turn lanes and two through lanes in each direction. Sidewalks of varying widths are located along both sides of the street, sometimes separated from travel lanes by planting strips and sometimes directly behind the curb. Street lighting is on utility poles, with some decorative pedestrian fixtures.



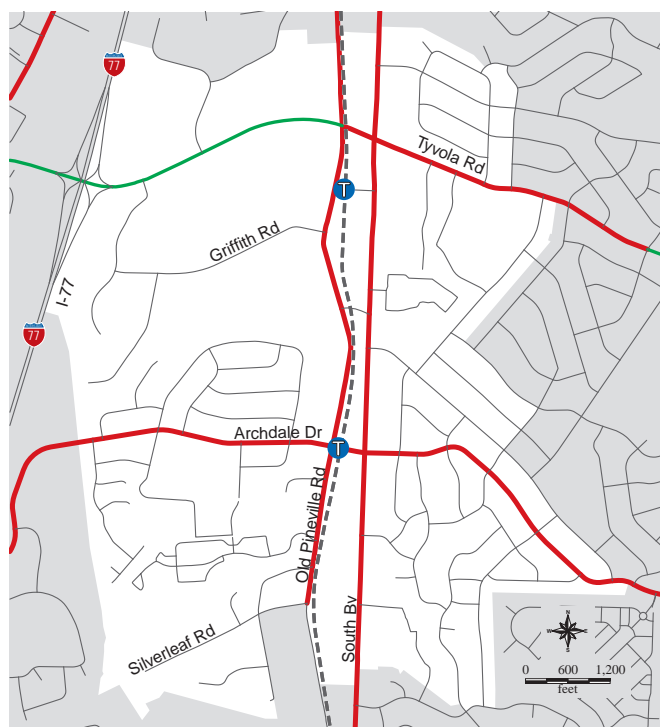
Archdale Drive looking West towards South Boulevard

▲ Archdale Drive is generally two travel lanes wide with turn lanes added at its signalized intersections. Sidewalks of varying widths are located along both sides of the street, sometimes separated from travel lanes by planting strips and sometimes placed directly behind the curb and gutter. Street lighting is provided on utility poles.



Scottridge Drive

▲ Local residential streets in the Montclair South neighborhood west of Old Pineville Road are relatively narrow (approximately 26 feet wide or less) and typically have sidewalk on one side of the street or no sidewalks at all. Street lighting is on utility poles.



— Avenue
— Boulevard

 Transit Station and Line

Street Typology

The Urban Street Design Guidelines recommend how Charlotte's streets should be planned and designed to provide viable transportation choices. The guidelines are intended to ensure that the street design process considers the needs of pedestrians, bicyclists and motorists, as well as the effects on adjacent land uses. Streets are classified according to land use and transportation contexts and should be designed accordingly. Regardless of their classification, a number of streets in the plan area fail to consistently provide the street elements or element dimensions desired.

Streets in the area fall into the following categories:

Avenues: Within the context of the street design guidelines, South Boulevard, Archdale Drive, Seneca Place, Old Pineville Road, and Tyvola Road west of Old Pineville Road function closest to Avenues. Avenues are intended to serve a diverse set of functions in a wide variety of land uses and should be designed to provide a balance of service for all transportation modes. Avenues provide an important mobility function for motorists, but are expected to provide a high level of comfort, safety and convenience for pedestrians and bicyclists. Avenues are generally limited to four or fewer travel lanes (except at major intersections) with block lengths up to 600'. Common elements should include sidewalks, planting strips or amenity zones with street trees, and bicycle lanes.

Tyvola & Archdale Transit Station Area Plan

Boulevard: A short segment of Tyvola Road, from Old South Boulevard to I-77, qualifies as a Boulevard. Boulevards are intended to move large numbers of vehicles from one part of the city to another. Thus, the modal priority shifts toward motor vehicles, while still accommodating pedestrians and cyclists as safely and comfortably as possible.

Locals: The majority of roadways are local residential and local commercial streets that provide direct access to residential and commercial properties. These streets are intended to safely accommodate pedestrians and bicyclists by providing sidewalks, planting strips with trees, and low speed limits.

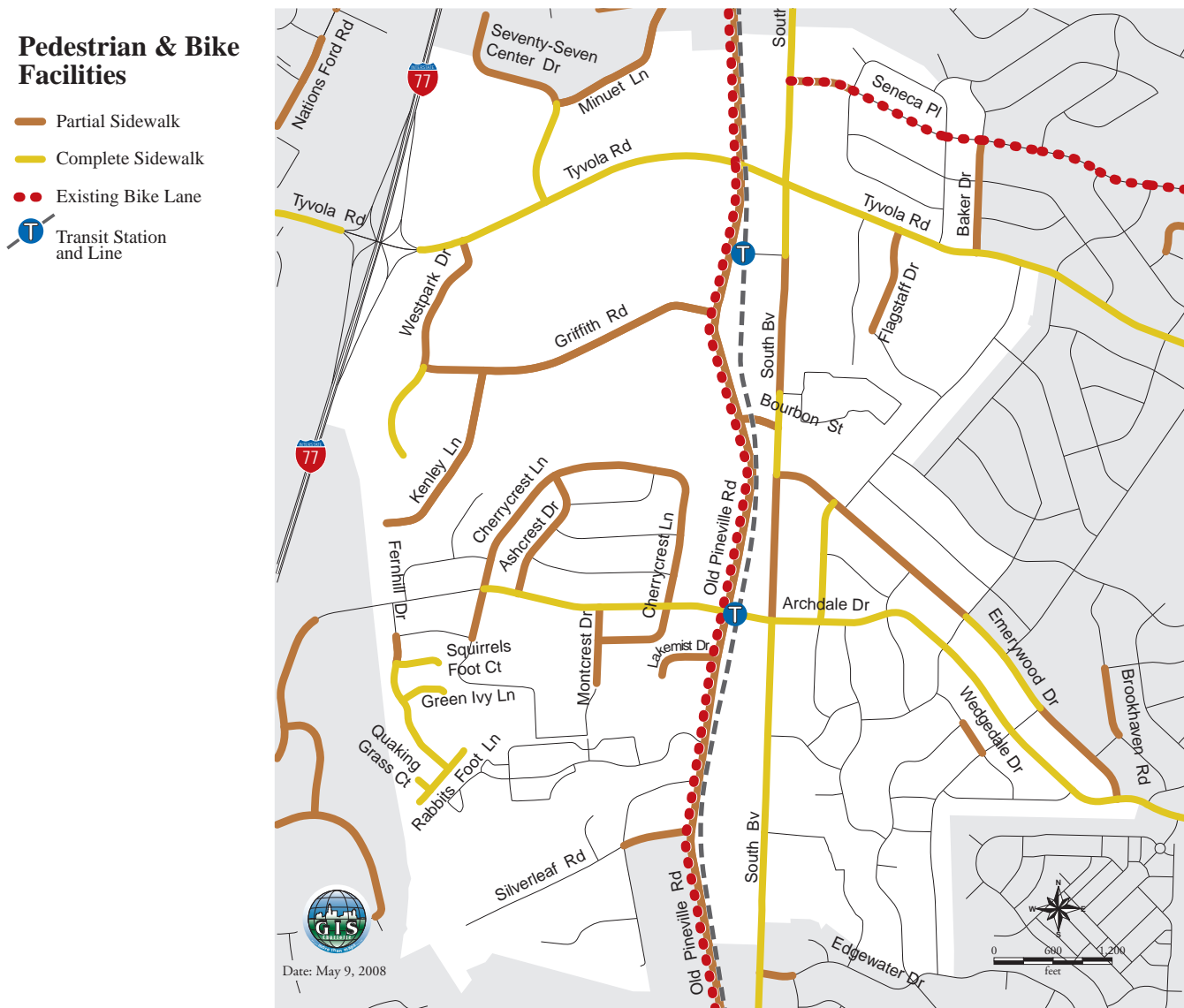
Issues/Opportunities:

Regardless of their classification, a number of streets in the study area fail to consistently provide the street elements or element dimensions desired in an urban environment. While new streets will be built to provide the desired features, deficiencies on existing streets can be addressed when adjacent properties redevelop.



Archdale Drive, seen here from the station platform, is classified as an Avenue.

Tyvola and Archdale Pedestrian & Bike Facilities



Existing Pedestrian & Bicycle Facilities

Pedestrian System: Of the approximate 27 miles of streets in the Tyvola & Archdale plan area, 15% have sidewalks on both sides of the street, 21% have sidewalk on one side, and 45% have no sidewalk. These figures include sidewalks recently built by the South Corridor Infrastructure Program (SCIP) along several key local streets that connect to South Boulevard, Tyvola Road, and Archdale Drive.

Bicycle System: Prior to SCIP, there were already designated facilities for bicyclists in the Tyvola & Archdale plan area, including bicycle lanes on Seneca Place. Using SCIP funds, a signed on-street bicycle route with bike lanes (approximately 2 miles in length within the Tyvola & Archdale area) has been added to Old Pineville Road.

Issues/Opportunities:

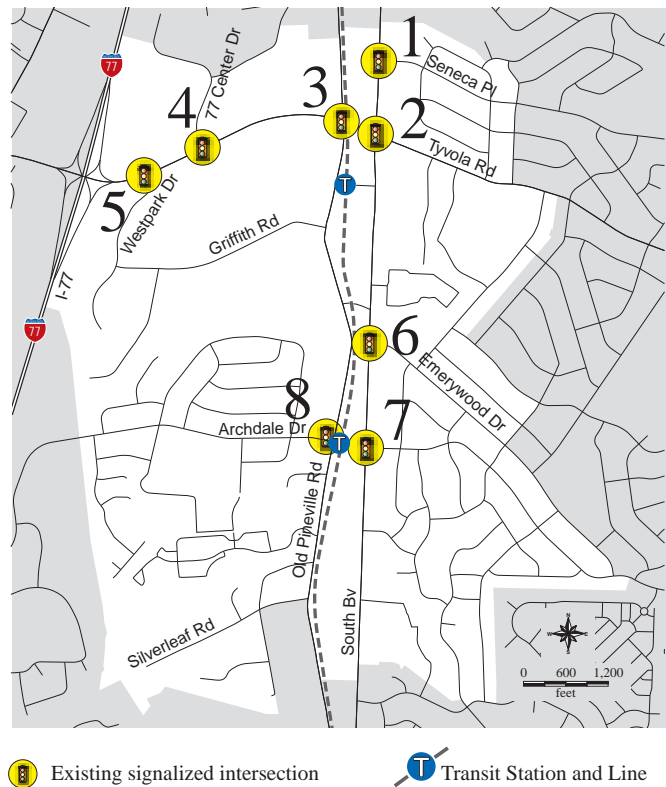
More streets that connect to South Boulevard and Tyvola Road are needed to provide better pedestrian and bicycle mobility in the plan area. The current large block sizes along the thoroughfares discourage these alternative forms of travel, especially pedestrian travel.

Better north-south pedestrian and bicycle routes are needed parallel to South Boulevard and Old Pineville Road. Better east-west routes parallel to Tyvola Road and Archdale Drive also are needed. The opportunity to build these routes will come as commercial properties redevelop along South Boulevard, Old Pineville Road, and Tyvola Road.

Existing Level of Service

Level of Service (LOS) measures the quality of service provided by a transportation facility to its users. The City of Charlotte evaluates level of service for pedestrians, bicyclists and motorists and uses the results to help balance their competing needs when planning and designing streets. Levels of service range from A through F, with desirable levels of service based on the street typologies of the Urban Street Design Guidelines. Transit station areas are intended to be highly accessible for pedestrians and bicyclists, and therefore should have good pedestrian and bicycle level of service (A to B). Lower levels of service for motorists are acceptable if necessary to achieve the desired pedestrian and bicycle levels of service.

Pedestrian and bicycle level of service is rated according to the level of comfort and safety offered by the design features at signalized intersections, while motor vehicle level of service is based on motorist delays. Motor vehicle quality of service is also measured by the volume to capacity ratio (v/c), which describes an intersection's ability to process traffic within peak time periods. Values greater than .95 suggest an intersection is near its capacity during this time period and that motorists may experience substantial congestion.



LOS Rating Scale

- A Excellent
- B Very Good
- C Good
- D Fair
- E Poor
- F Failure

| LEVEL OF SERVICE (LOS) | | | | | | | |
|-------------------------|--------------------------------|------------|------|----------------------------------|---|----------------------------------|---|
| Signalized Intersection | | Pedestrian | Bike | Vehicular | | | |
| | | | | Volume to Capacity Ratio AM Peak | | Volume to Capacity Ratio PM Peak | |
| 1 | Seneca Place & South Boulevard | B | E | .52 | A | .50 | A |
| 2 | Tyvola Rd & South Boulevard | C+ | E+ | 1.01 | E | 1.03 | E |
| 3 | Tyvola Road & Old Pineville Rd | C | D | .73 | C | 1.03 | D |
| 4 | Tyvola Rd & 77 Center Dr | D | E | .69 | B | .80 | C |
| 5 | Tyvola Rd & Westpark Dr | C+ | D- | .84 | C | .80 | C |
| 6 | Emerywood Dr & South Bv | B | D- | .67 | B | .62 | B |
| 7 | Archdale Dr & South Bv | C | D | .75 | C | .78 | D |
| 8 | Archdale Dr & Old Pineville Rd | B | C+ | .60 | C | .79 | D |

Existing traffic conditions in the Tyvola & Archdale plan area are reasonably good, except at signalized intersections on Tyvola Road. South Boulevard, Tyvola Road, and Archdale Drive have adequate capacity. Motorists do not typically experience excessive delays or stops at major intersections, except on Tyvola Road west of South Boulevard. The close proximity of signalized intersections along Tyvola Road at both South Boulevard and Old Pineville Road, as well as between Interstate 77 and Westpark Drive, can easily impact travel if signal coordination fails or vehicle queuing overwhelms the short distance between signals. A similar condition exists along Archdale Drive, with close intersections at South Boulevard and Old Pineville Road.

Issues/Opportunities:

While vehicle level of service and travel times are generally good in the Tyvola & Archdale area, expected growth and intensified development in the future will likely result in increased congestion on existing streets. Without a more extensive street network, motorists will experience longer delays and travel times as more people are forced to travel on the few through streets that serve the area, such as South Boulevard, Tyvola Road, and Old Pineville Road. An improved street grid will aid motorists, pedestrians and bicyclists by providing more routes to travel destinations.

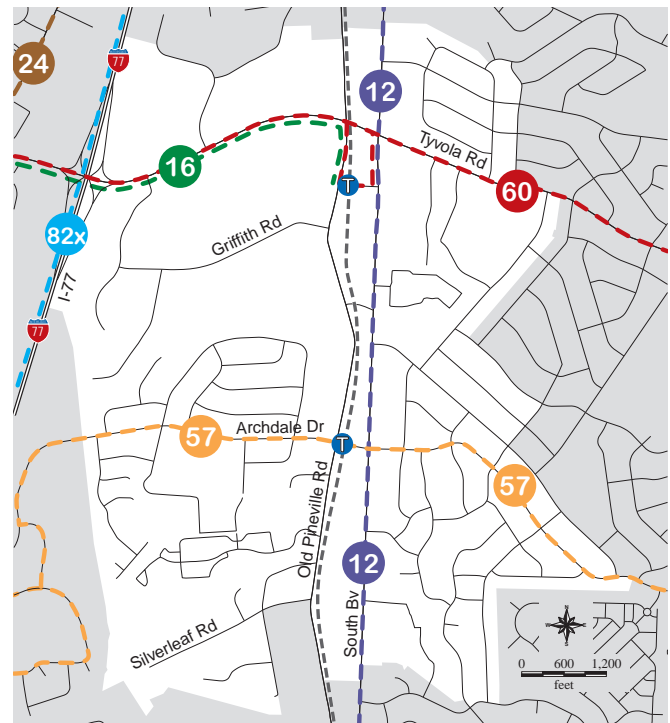
Even without increased development, intersections along Tyvola Road west of South Boulevard are already showing signs of significant peak-hour congestion. Any additional development with access to Tyvola Road should be contingent upon additional street network and/or mitigation at signalized intersections.

Public Transportation

Charlotte Area Transit System (CATS) offers public transportation service in and through the Tyvola & Archdale area with a combination of light rail vehicles and buses.

Light Rail Service:

The LYNX light rail line runs parallel between Old Pineville Road and South Boulevard within the Tyvola & Archdale plan area. Light rail patrons are able to access the line at the Tyvola and Archdale stations, both center-platform elevated stations. The Tyvola station is located near the intersection of Grover Road and Old Pineville Road. The Archdale station is located at Archdale Road and Old Pineville Road. A 469-space park-and-ride facility is sited beneath the Tyvola station off South Boulevard, and a 432-space park-and-ride facility is sited beneath the Archdale station off South Boulevard, with handicapped parking along Old Pineville Road. Light rail service was projected to carry 9,100 passengers per day, but after six months of service has been averaging closer to 12,000.



- | | | |
|----------|-----------|--------------------------|
| Route 12 | Route 57 | Transit Station and Line |
| Route 16 | Route 60 | |
| Route 24 | Route 82x | |

Bus Service:

Since the late 2007 opening of light-rail service in the South Corridor, CATS restructured area bus service to improve connections with light-rail stations. Currently, CATS provides bus service in the Tyvola & Archdale area with four local bus routes:

- Route 12 along South Boulevard from Carolina Pavilion to Woodlawn,
- Route 16 along South Tryon Street from Uptown to Tyvola,
- Route 57 along Archdale Drive from Nations Ford Road to South Park Mall, and
- Route 60 along Tyvola Road from Boulevard Homes to South Park Mall.

Annual ridership numbers based on Fiscal Year 2007 were 795,595 for route 12 and 635,144 for route 16, though such figures are prior to bus re-routings implemented with the start of light-rail service. Routes 57 and 60 are new routes.

Infrastructure/Public Facilities

Education

There are two Charlotte-Mecklenburg Schools within or adjacent to the plan area: Smith Language Academy, serving elementary and middle school grades, and Montclair Elementary School. Both function as magnet schools.

Issues/opportunities

Smith and Montclair Schools are located beyond a comfortable walking distance to transit stations, but could be accessible by feeder bus for employees and students.

Public Libraries, Parks, Police and Fire

Public Libraries of Charlotte-Mecklenburg County (PLCMC) has no facility within the plan area.

The Archdale neighborhood park is located on Archdale Road at Cherrycrest Lane. It currently has few active park amenities and contains mostly passive uses.

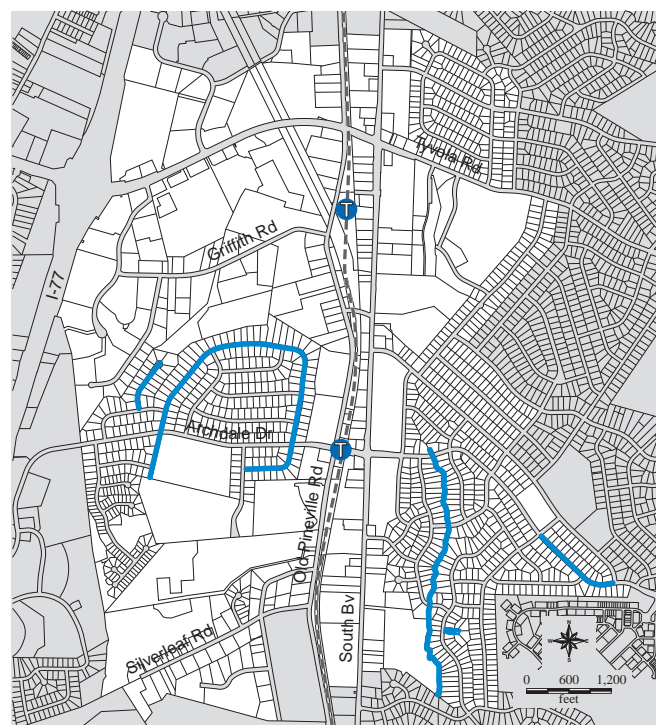
Police have no physical facility plans for the plan area but will oversee CATS Transit Police as well as provide service through the Westover Division.

There are no fire stations located in the plan area. The area is served by Station Number 12 located north of the plan area just south of Woodlawn Road.

Issues/Opportunities

Service facilities outside the station area may be adequate to serve the areas. In many cases public services can be provided to densely developed areas with fewer resources.

The plan area lacks substantial urban public open space, and the opportunity to develop small green spaces may be lost without a clear goal and funding for such amenities.



— Storm Water Improvement

T Transit Station and Line

Water and Sewer and Storm Water Management

Charlotte-Mecklenburg Utilities Department (CMU) has worked proactively to replace and install upgraded lines under the light rail line in anticipation of density increases. Many of the upgrades have been financed by SCIP (South Corridor Improvement Program).

City Storm Water Services currently lists three projects falling within the Archdale area:

- Alanhurst/Cherrycrest
- Edgewater/Rosecrest
- Starmount/Archdale

Benefits will include but not be limited to a reduction in road and house flooding during storm events.

Issues/Opportunities

Increased density will increase demand on CMU services. With increased density, CMU will be able to serve a larger number of customers per mile compared to a more suburban setting.

Redevelopment of the area should address the quality of storm water runoff. There are currently few restrictions pertaining to existing facilities for storm water run-off, but future development would have to meet more stringent requirements.

