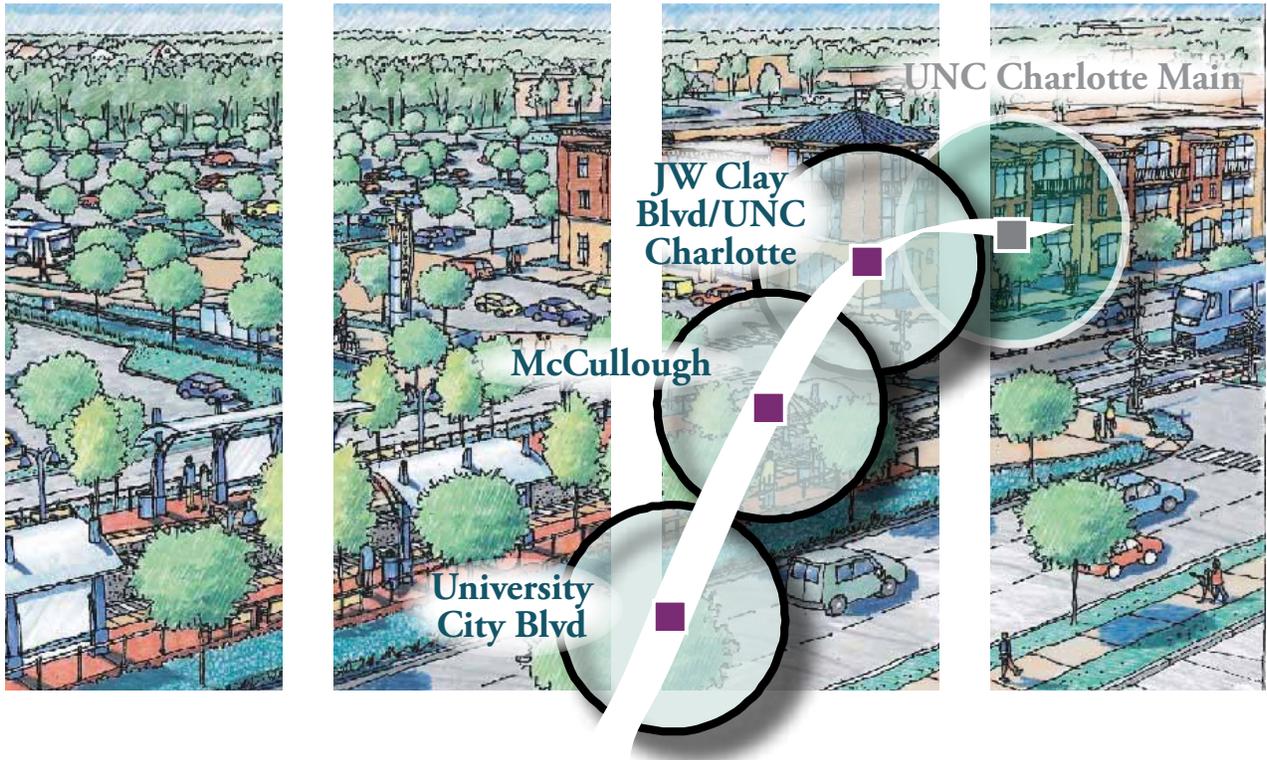


Volume 3: Implementation Guide





UCAP/BLE

Introduction

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

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

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

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

Public Sector Responsibilities

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

Private Sector Responsibilities

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

IMPLEMENTATION STRATEGIES

The policy number corresponds to the recommendation in Volume 2: Concept Plan

| No. | Policy | Action Item | Project Type | Lead Agency | Time Frame |
|---|--|---|--------------------------|---|---|
| LAND USE AND COMMUNITY DESIGN POLICIES | | | | | |
| 1. | All Policy Area Policies | Many of the land use and community design policies will be implemented as development occurs. In some cases, conditional district plans may be utilized to achieve the policy recommendations in this plan. Use the policies in this plan to guide and evaluate future development, especially through the rezoning process. | Land Dev. | Planning | As dev. occurs |
| 2. | All Policy Areas | Further evaluation should be conducted to include identification of candidate parcels and the implications of potential rezoning. | Land Dev. | Planning | Immediate to Short (0-5 yrs.) |
| 3. | Policy Areas 2d, 9a, 9b, 10b, 11a | If a new or substantially improved building is constructed in the Community and/or FEMA Floodplain, the lowest floor, including basement, must be at or above the Community Base Flood elevation. Development within the Community Encroachment Area or FEMA Floodway is very restrictive and may require an engineering analysis to determine impacts on water surface elevations. | Land Dev. | Storm water/ Planning | As dev. occurs |
| 4. | All Policy Area Policies with frontage on N. Tryon St. | A cohesive corridor is desired along N. Tryon St. This will be achieved through placement of buildings and landscaping. Setbacks for buildings are established in street cross sections and applicable policy areas. Landscaping will depend on NCDOT requirements. At this time, NCDOT requires certain distances for clear zones. With the reduction in the speed limit to 35 mph in this area, city staff should work with NCDOT to determine minimum appropriate clear zones and acceptable street tree types to meet the vision and intent of the plan. In the interim, development should supplement the streetscape with intermittent plantings of large maturing trees along street frontage. | Land Dev., Transp. | Planning/ CDOT/ NCDOT | Short (0-5 yrs.) and ongoing as dev. occurs |
| 5. | All Policy Area Policies with frontage on N. Tryon St. | The placement of buildings along N. Tryon St. will have several influencing factors including location of right of way, retaining walls, and utility easements. Within transit station areas, buildings should orient to and provide pedestrian access from N. Tryon St. When a retaining wall exists, developers should work with CDOT, NCDOT, CATS and other involved parties to find solutions to overcoming the disconnect caused by retaining walls. See the N. Tryon St. Corridor figures at the end of this table for further guidance. | Land Dev., Transp. | Planning/ CDOT/ NCDOT | Long (>10 yrs.) and ongoing as dev. occurs |
| 6. | All Policy Area Open Space Policies | Property owners/developers should work with Mecklenburg County Park and Recreation to build public open space facilities to County standards. Park and Recreation cannot commit to taking over ownership and maintenance of any open space facilities, however any open space facilities for potential future consideration of public ownership should already meet County standards. | Land Dev., Park and Rec. | Property Owners/ Meck. County Park and Rec. | As dev. occurs |
| 7. | All Policy Area Open Space Policies | Explore options to fund neighborhood parks including, but not limited to, in lieu of fees and option to opt out on site for development in a nearby, accessible area. Consolidation of required open space for several parcels should be explored by staff. Utilize resources and initiatives such as the Park and Recreation Master Plan and the Rail Trail (South end) | Land Dev., Park and Rec. | Planning/ Meck. County Park and Rec. | Medium (5-10 years) |
| 8. | 1b, 7a | Explore shared parking opportunities and similar strategies as part of future development adjacent to transit stations, especially with CATS in the University City Blvd. station area and JW Clay Blvd./UNC Charlotte station area that will have large parking decks. | Land Dev. | Planning/ CATS | Short (0-5 yrs.) and ongoing as dev. occurs |

IMPLEMENTATION STRATEGIES

The policy number corresponds to the recommendation in Volume 2: Concept Plan

| No. | Policy | Action Item | Project Type | Lead Agency | Time Frame |
|-----|----------------------|--|--------------|-------------|----------------|
| 9. | 1a, 3, 10a, 10b, 10c | Evaluate appropriate height plane dimensions adjacent to established neighborhoods based on the context of the area compared with height planes dimensions within the zoning ordinance and determine which is most appropriate for that circumstance. Current zoning districts with height plane ordinances include Transit Oriented Development (TOD), Urban Residential (UR), and Pedestrian Overlay District (PED). | Land Dev. | Planning | As dev. occurs |
| 10. | 1b, 3, 7a, 7b | For the purposes of this plan, interpret the term “street frontage” to typically refer to existing public streets and future network required streets (both public and private). | Land Dev. | Planning | As dev. occurs |
| 11. | 1b, 3, 7a, 7b | Evaluate “limited expansion” based on how non-conforming sites and uses are addressed within the Transit Supportive Overlay (TS-O) District and subject to the design standards in the <i>University City Area Plan (2007)</i> . | Land Dev. | Planning | As dev. occurs |
| 12. | 1a, 1b 3 7a | Encourage developers/property owners to seek TOD zoning for properties within the core of each transit station area. These core areas should provide 24-hour activity with an intense mix of residential, office, retail, civic/institutional, and entertainment uses that are very urban in form and designed for the pedestrian. | Land Dev. | Planning | As dev. occurs |

TRANSPORTATION POLICIES

T1- T17 General Notes:

- Public investment in many of these transportation projects will depend on the Northeast Corridor Infrastructure (NECI) Program, other city capital programs, and land development. Planning staff shall coordinate with appropriate departments to ensure the NECI program and other public infrastructure programs are carried out as intended.
- Those implementation items without specific Policy Area reference are General Transportation Policies and are applied throughout the plan area, but are not yet identified for specific locations.

| | | | | | |
|-----|-----------|--|---------|----------------------------|---|
| 13. | T1 | Develop new parallel and perpendicular connections to N. Tryon St. | | | |
| 14. | 10a | • Extend Berkeley Place Dr. to Emerald Cove Dr. | Transp. | CDOT/ Planning/ E&PM | As funding becomes available and/or as dev. occurs |
| 15. | 2d 3 5 | • Extend E. McCullough Dr. to Shopping Center Dr. | Transp. | CDOT/ Planning/ E&PM | As funding becomes available and/or as dev. occurs |
| 16. | 3 | • Extend McCullough Dr. to E. McCullough Dr. | Transp. | CDOT/ Planning/ E&PM | Short-term (0-5 years) |
| 17. | 1b 2a | • Extend Macfarlane Blvd. to the I-85 connector, including working with the NCDOT towards a possible median opening and connection to N. Tryon St. | Transp. | CDOT/ Planning/ E&PM | As funding becomes available and/or as dev. |
| 18. | 1a, 1b | • Construct Periwinkle Hill Ave., a new street extending north-west from the University City transit station, perpendicular to N. Tryon St. Encourage similar connection on the south side of N. Tryon St. | Transp. | CDOT/ Planning/ E&PM | Short (0-5 yrs.) for northeast connection to transit station. Remaining segments as dev. occurs |
| 19. | 1a, 1c 2d | • Construct a new street extending generally parallel to N. Tryon connecting the I-85 connector, Rocky River Road W, and University City Blvd. | Transp. | CDOT/ Planning/ E&PM | As funding becomes available and/or as dev. occurs |

University City Area Plan/LYNX Blue Line Extension Transit Station Area Plans Update

IMPLEMENTATION STRATEGIES

The policy number corresponds to the recommendation in Volume 2: Concept Plan

| No. | Policy | Action Item | Project Type | Lead Agency | Time Frame |
|-----|----------|---|--------------|----------------------------|-----------------------|
| 20. | T2 | Provide additional connectivity over Interstate 85 between University City and the University City Research Park | | | |
| 21. | 2c | <ul style="list-style-type: none"> Construct “South Bridge” connecting University Pointe Blvd. to IBM Dr. | Transp. | CDOT/ Planning/ E&PM | Short (0-5 yrs.) |
| 22. | 8 | <ul style="list-style-type: none"> Construct “North Bridge” connecting Doug Mayes Pl. to Louis Rose Pl. | Transp. | CDOT/ Planning/ E&PM | Medium (5-10 yrs.) |
| 23. | T3 | Construct new key street connections | | | |
| 24. | 2b | <ul style="list-style-type: none"> Extend IKEA Blvd. between University City Blvd. and McFarlane Blvd. | Transp. | CDOT/ Planning | As dev. occurs |
| 25. | 2d 3 | <ul style="list-style-type: none"> Connect IKEA Blvd. and Clark Blvd. | Transp. | E&PM/ CDOT/ Planning | Short (0-5 yrs.) |
| 26. | 1b | <ul style="list-style-type: none"> Connect I-85 Service Road and Stetson Dr. | Transp. | CDOT/ Planning | As dev. occurs |
| 27. | 3 | <ul style="list-style-type: none"> Extend Ken Hoffman Dr. between N. Tryon St. and University Executive Park Dr. | Transp. | CDOT/ Planning | As dev. occurs |
| 28. | 3 | <ul style="list-style-type: none"> Extend Collins-Aikman Dr. to University Executive Park Dr. | Transp. | CDOT/ Planning | As dev. occurs |
| 29. | 3 | <ul style="list-style-type: none"> Extend E. McCullough Dr. between E. McCullough Dr. and McCullough Dr. | Transp. | CDOT/ Planning | As dev. occurs |
| 30. | 2d | <ul style="list-style-type: none"> Extend Carolyn Ln. between University City Blvd. and Shopping Center Dr. | Transp. | CDOT/ Planning | As dev. occurs |
| 31. | 11a, 11b | <ul style="list-style-type: none"> Connect University Hospital Dr. and Robert D Snyder Rd. | Transp. | CDOT/ Planning | As dev. occurs |
| 32. | 1c 2d | <ul style="list-style-type: none"> Connect Rocky River Rd. W. and N. Tryon St. at University City Blvd. Transit Station | Transp. | CDOT/ Planning | As dev. occurs |
| 33. | 4a, 4b | <ul style="list-style-type: none"> Extend Pike Rd. to Collins-Aikman Dr. | Transp. | CDOT/ Planning | As dev. occurs |
| 34. | 2c 4a | <ul style="list-style-type: none"> Extend Pearl St. to IKEA Blvd. | Transp. | CDOT/ Planning | As dev. occurs |
| 35. | 9c | <ul style="list-style-type: none"> Extend Nottoway Dr. to University City Blvd. | Transp. | CDOT/ Planning | As dev. occurs |
| 36. | 9c | <ul style="list-style-type: none"> Construct a new street between University Professional Dr. and the intersection of W.T. Harris Blvd. and Chancellor Park Dr. | Transp. | CDOT/ Planning | As dev. occurs |
| 37. | 7b | <ul style="list-style-type: none"> Extend Doug Mayes Pl. to JM Keynes Dr. | Transp. | CDOT/ Planning | As dev. occurs |
| 38. | T4 | Develop a network of local streets as development occurs. Typical block lengths within a transit station area are no greater than 400’ in length. Other areas should have a typical block length of no greater than 600’. | Transp. | CDOT/ Planning | As dev. occurs |

IMPLEMENTATION STRATEGIES

The policy number corresponds to the recommendation in Volume 2: Concept Plan

| No. | Policy | Action Item | Project Type | Lead Agency | Time Frame |
|-----|------------------------------------|--|--------------|---|---|
| 39. | T5 | Upgrade key streets to provide accommodations for pedestrians and bicyclists. | | | |
| 40. | 1b 2a | • Macfarlane Blvd. | Transp. | CDOT/ Planning | As dev. occurs |
| 41. | 1b 2a | • I-85 Service Rd. | Transp. | CDOT/ Planning | As dev. occurs |
| 42. | 1a, 1c | • Rocky River Rd. West | Transp. | E&PM/ CDOT/ Planning | Short (0-5 yrs.) |
| 43. | 2d | • Shopping Center Dr. | Transp. | CDOT/ Planning | As dev. occurs |
| 44. | 3 | • McCullough Dr. | Transp. | CDOT | Short (0-5 yrs) |
| 45. | 3 | • University Executive Park Dr. | Transp. | CDOT/ Planning | As dev. occurs |
| 46. | 4b 7a, 7b | • JM Keynes Dr. | Transp. | CDOT/ Planning | As dev. occurs |
| 47. | 4b 7a, 7b 8 | • JW Clay Blvd. | Transp. | E&PM/ CDOT/ Planning | Short (0-5 yrs.) |
| 48. | 10b 11a | • Mary Alexander Rd. | Transp. | E&PM/ CDOT/ Planning | As funding becomes available and/or as dev. occurs |
| 49. | 4b 7b | • Private street between JM Keynes Dr. and JW Clay Blvd. (parallel to W.T. Harris Blvd.) | Transp. | CDOT/ Planning | As dev. occurs |
| 50. | T6 | Develop a network of multi-use trails connecting through the University City area and linking to other areas of Charlotte. | | | |
| 51. | 2d | • Toby Creek Greenway Extension | Transp. | Park and Recreation | Short - Medium (0-10 yrs.) and as funding is available |
| 52. | 7a 10a | • Barton Creek Greenway | Transp. | Park and Recreation | Short (0-5 yrs.) |
| 53. | Outside study area | • Doby Creek Greenway | Transp. | Park and Recreation | Long (>10 yrs.) and as funding is available |
| 54. | 1a, 1b 2c, 2d 7a 11a | • Overland Connectors | Transp. | CDOT/ Planning | As funding becomes available and/or as dev. occurs |
| 55. | 9a | • A connection between Mallard Creek Greenway and N. Tryon St. should be considered as part of, or in conjunction with, the US 29 Bridge Replacement project | Transp. | Meck. County Park and Recreation/ CDOT | Short (0-5 yrs.) |
| 56. | 2d 7a 9a, 9b, 9c 10a, 10b | • Provide connections to greenways from adjacent properties where topography and Mecklenburg County Park and Recreation allow. | Transp. | Meck. County Park and Recreation/ CDOT/ Planning | As dev. occurs |

IMPLEMENTATION STRATEGIES

The policy number corresponds to the recommendation in Volume 2: Concept Plan

| No. | Policy | Action Item | Project Type | Lead Agency | Time Frame |
|-----|--|--|--------------|------------------------------|--|
| 57. | T7; All Policy Areas with frontage on these streets | Reduce driveways along N. Tryon St., WT Harris Blvd., and University City Blvd. as development occurs. | Transp. | CDOT/ E&PM/ Planning | As funding becomes available and/or as dev. occurs |
| 58. | T8 | Create new bicycle-pedestrian connections. | | | |
| 59. | 1b | <ul style="list-style-type: none"> Between IKEA Blvd. and Stetson Dr. | Transp. | CDOT/ E&PM/ Planning | As dev. occurs |
| 60. | 7a 9c | <ul style="list-style-type: none"> Between N. Tryon St. and the Mallard Creek Greenway | Transp. | CDOT/ E&PM/ Planning | Short (0-5 yrs.) and as funding is available |
| 61. | 11a, 11b | <ul style="list-style-type: none"> Between Toby Creek Greenway and N. Tryon St. through the UNC Charlotte and CMC-University campuses | Transp. | Park and Recreation/ CDOT | As dev. occurs |
| 62. | T9 | Provide pedestrian crossings to access station areas and facilitate pedestrian crossings along long blocks. | Transp. | CDOT | As conditions warrant and as funding is available |
| 63. | T10 | Consider new signalized intersections and/or pedestrian hybrid beacons to enhance access, circulation and provide crossing opportunities for pedestrians. | Transp. | CDOT | As conditions warrant and as funding is available |
| 64. | T11 | Provide pedestrian connections between adjacent parcels and the sidewalk along N. Tryon St. | Transp. | Planning/ CDOT | As dev. occurs |
| 65. | T12 | Create bicycle lanes along avenues via street conversions and streetscape projects. | Transp. | CDOT | As conditions warrant and as funding is available |
| 66. | T13 | Add shared lane markings to Main Streets and physically constrained Avenues. | Transp. | CDOT | As conditions warrant and as funding is available |
| 67. | T14 | Consider innovative bicycle treatments on a case-by-case basis. | Transp. | CDOT | As conditions warrant and as funding is available |
| 68. | T15 | Facilitate cross-access and parallel connections to N. Tryon St., University Blvd., and WT Harris Blvd to reduce driveway connections along these major streets. | Transp. | CDOT/ Planning | As dev. occurs |
| 69. | T16 | Eliminate gaps within the sidewalk system | Transp. | CDOT/ Planning/ NCDOT | As funding becomes available and/or as dev. occurs |
| 70. | T17 | Reconfigure local service area transit routes. | Transit | CATS | Ongoing |

IMPLEMENTATION STRATEGIES

The policy number corresponds to the recommendation in Volume 2: Concept Plan

| No. | Policy | Action Item | Project Type | Lead Agency | Time Frame |
|-------------------|-------------------------------------|--|--------------------------|--|---------------------|
| OPEN SPACE | | | | | |
| 71. | All Policy Area Open Space Policies | Property owners/developers should work with Mecklenburg County Park and Recreation to build public open space facilities to County standards. Park and Recreation cannot commit to taking over ownership and maintenance of any open space facilities, however any open space facilities for potential future consideration of public ownership should already meet County standards. | Land Dev., Park and Rec. | Planning/ Meck. County Park and Rec. | As dev. occurs |
| 72. | All Policy Area Open Space Policies | Explore options to fund neighborhood parks including, but not limited to, in lieu of fees and option to opt out on site for development in a nearby, accessible area. Consolidation of required open space for several parcels should be explored by staff. Utilize resources and initiatives such as the Park and Recreation Master Plan and the Rail Trail (South end) | Land Dev., Park and Rec. | Meck. County Park and Rec./ Planning | Medium (5-10 years) |
| 73. | 1a, 1b 2c, 2d 7a 11a | The overland connectors shown on maps and discussed in policies can be comprised of various types of facilities. The intent is to provide pedestrian and bicycle connections between greenway facilities. In some cases, sidewalks and bike lanes will provide access where others a multi-use path may be constructed, such as along University City Blvd. Much of this system will occur as part of new development or redevelopment in this area. | Land Dev., Park and Rec. | Meck. County Park and Rec./ CDOT/ Planning | As dev. occurs |

IMPLEMENTATION STRATEGIES

The policy number corresponds to the recommendation in Volume 2: Concept Plan

| No. | Policy | Action Item | Project Type | Lead Agency | Time Frame |
|---|----------|--|----------------------|---|--|
| INFRASTRUCTURE AND PUBLIC FACILITIES | | | | | |
| 74. | N/A | Public investment in some of these projects depends on the Northeast Corridor Infrastructure (NECI) Program to ensure efficient, valuable investment throughout the corridor area. Planning staff shall coordinate with appropriate departments to ensure the NECI program and other public infrastructure programs are carried out as intended. | Transp. | E&PM/ CDOT/ Meck. County Parks and Rec./ Charlotte Water/ Planning | As funding becomes available and/or as dev. occurs |
| 75. | P-8 | In areas identified in the policies, additional connectivity to greenways from adjacent development is desirable and should be implemented per Mecklenburg County Park and Recreation standards. | Parks | Planning/ Meck. County Parks and Rec. | Ongoing |
| 76. | P-2, P-8 | Mecklenburg County Park and Recreation should work with Charlotte Water on their review of large trunk sewers along Mallard Creek and smaller tributaries in the next 12-18 (2015-2016) months. This may be an opportunity to identify potential greenway connections in areas where Charlotte Water will be installing new, larger trunk sewers. | Utility/ Parks | Charlotte Water/ Meck. County Parks and Rec. | Short (0-5 yrs.) |
| 77. | P-1 | Encourage the incorporation of public art into existing parks, greenways and open spaces and include public art as an integral component in the design of new park facilities. Work with CATS Art in Transit, N&BS, and Park and Recreation to explore potential programs and partnerships. | Parks | Planning/ Meck. County Parks and Rec. | Ongoing |
| 78. | P-2 | Follow up with appropriate departments to evaluate the adequacy of infrastructure (water, sewer, storm drainage) in the station areas. This may result in an infrastructure study | Utility | Charlotte Water/ E&PM/ Planning | Short (0-5 yrs.) |
| 79. | P-3 | Encourage the burying of utilities through new development and the Capital Improvements Program and Also work with utility companies to coordinate schedules of improvements. | Utility | E&PM/ Planning/ Private utility companies | Long (>10 yrs.) and as dev. occurs |
| 80. | P-6 | Utilize Mecklenburg County Library System's Site Selection Criteria to evaluate potential future sites. Consideration should include centrality of location, site accessibility, availability of public transportation and parking, potential visibility, proximity to similar and complementary activity, and compatibility of adjacent site uses. | Public Facilities | Library | Long (>10 yrs.) |
| 81. | P-7, P-8 | Explore options to fund neighborhood parks including, but not limited to, in lieu of fees and option to opt out on site for development in a nearby, accessible area. Consolidation of required open space for several parcels should be explored by staff. Utilize resources and initiatives such as the Park and Recreation Master Plan and the Rail Trail (South end) | Parks | Planning/ Meck. County Park and Rec. | Short (0-5 yrs.) |
| 82. | P-7 | Assess the parks and open space in the University City Area. The result may be a Greenprint Plan or something similar. | Parks | University City Partners/ Meck. County Parks and Rec. | Short (0-5 yrs.) |
| 83. | P-7, P-8 | Identify areas for "shaping spaces" in the redevelopment and development of underutilized property. These "shaping spaces" should complement the open space network. Neighborhood parks are needed in this area. Meck. County Parks and Recreation's goal is to have a park within a 5-10 minute walk (or about 8 blocks) from all residential development. | Parks | Meck. County Parks and Rec. | Ongoing |

IMPLEMENTATION STRATEGIES

The policy number corresponds to the recommendation in Volume 2: Concept Plan

| No. | Policy | Action Item | Project Type | Lead Agency | Time Frame |
|----------------------------|---------------|---|------------------------|---|--------------------|
| NATURAL ENVIRONMENT | | | | | |
| 84. | E-1, E-2, E-3 | Implement the City's Tree Ordinance. | Land Dev./Tree Ord. | E&PM / Planning | As dev. occurs |
| 85. | E-1, E-2, E-3 | Engage with Tree Charlotte to encourage that projects are undertaken, especially in the Transit Station Areas. | Land Dev./Tree Ord. | E&PM / Planning | As dev. occurs |
| 86. | E-5 | Coordinate with Storm Water Management and Engineering and Property Management during site plan review to ensure runoff and erosion issues are addressed. Staff may suggest innovative designs to reduce storm water runoff and improve the quality of the area including approved impervious surface design, alternative storm water treatment techniques, and other conservation alternatives that may be available to the developer. | Land Dev./ Storm Water | E&PM / Planning / Storm Water Management | As dev. occurs |
| 87. | E-4 | Encourage urban open spaces in the Transit Station Areas. Collaborate with University City Partners to identify opportunities for open space within Transit Stations Areas as development occurs. | Parks | University City Partners/ Meck. County Parks and Recreation | Ongoing |
| 88. | E-4 | Research and recommend various types of acceptable alternative on-site water management including, but not limited to bio swales, rain gardens, wet ponds, and impervious surfaces. This should not be reactionary to land development but rather proactively developed to offer information to the development community. | Land Dev./ Storm Water | Planning/ Storm Water/ E&PM | Medium (5-10 yrs.) |
| 89. | E-6 | Assist developers to seek grant programs offered for Brownfield site development and other redevelopment incentives. | Land Dev. | N&BS / Economic Development | As dev. occurs |

Abbreviations

Dev. - Development

NB&S - Neighborhood and Business Services

Meck. - Mecklenburg

Rec. - Recreation

Transp. - Transportation

North Tryon Street Corridor

When the Blue Line Extension was conceptualized, the vision was for a “grand boulevard” with buildings fronting along N. Tryon St. and access to shops and offices from the sidewalks. The reality of design and construction warranted the need for several retaining walls to support the widening of N. Tryon St. to limit the physical encroachment on adjacent properties. The retaining walls will occur at various intervals and be constructed at heights ranging from short “knee walls” (1-8 feet) to over 25’ in some instances.

The vision is for a cohesive pattern of development along the corridor taking location of trees, amenity zones, and building setbacks, orientation, and access into consideration. However, retaining walls, rights of way, and easements present challenges to developing along N. Tryon St. in a dense, urban manner consistent with transit oriented patterns of development. Development along N. Tryon St. will require collaboration between property owners, the city, CATS, and NCDOT and will have to be considered on a case by case basis due to unique circumstances on each site. The information in this section should be used to supplement the policies within each Policy Area and create a visually cohesive corridor along N. Tryon St.

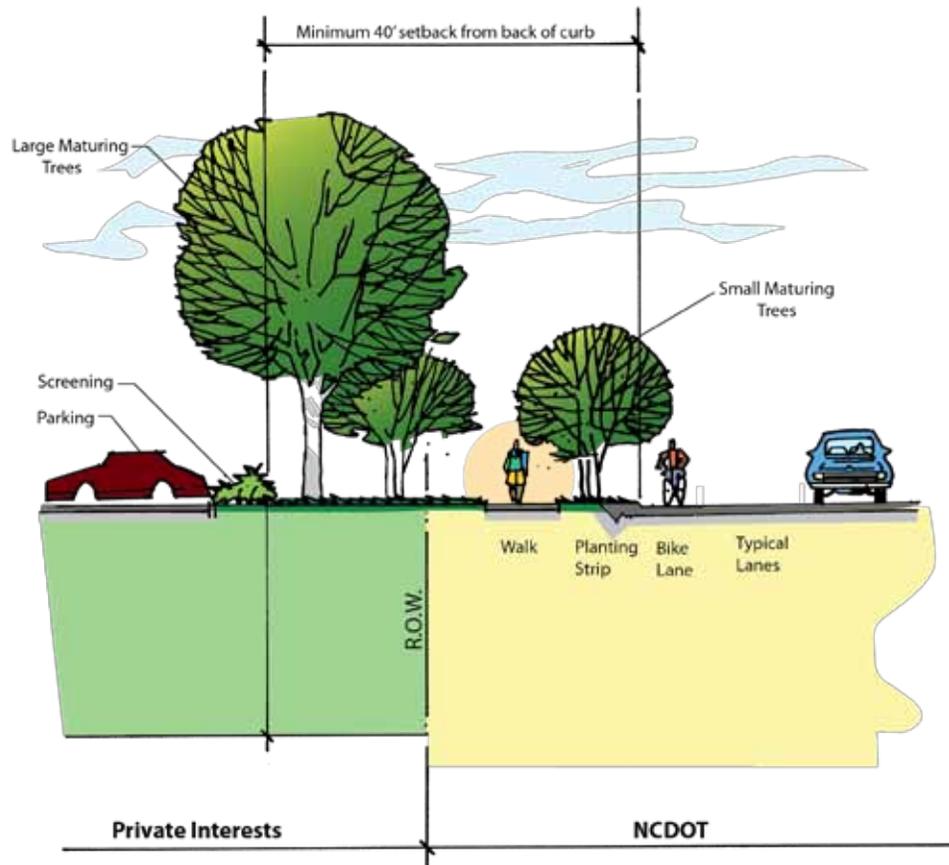
Identification of some of the possible locations for the Development Scenarios

The diagram shows a map of the North Tryon Street Corridor with five specific locations marked for development scenarios. Each location is linked to a descriptive text block and a cross-section diagram illustrating the proposed street layout, including retaining walls, trees, and transit stations.

- A** Beyond BLE alignment, northbound side; Near 9848 N. Tryon St. No retaining wall, with utility easement, outside of a transit station area.
- B** Along BLE alignment with large retaining wall, southbound side; Near 9315 N. Tryon St. With retaining wall, No utility easement, within a transit station area.
- C** Along BLE alignment, northbound side; Near 9000 N. Tryon St. No retaining wall, with utility easement, outside of a transit station area.
- D** Along BLE alignment, northbound side; Near 8312 N. Tryon St. With retaining wall, with utility easement, within a transit station area.
- E** Along BLE alignment, northbound side; 7310 N. Tryon St. Without retaining wall, with utility easement, with wide right-of-way, within a transit station area.

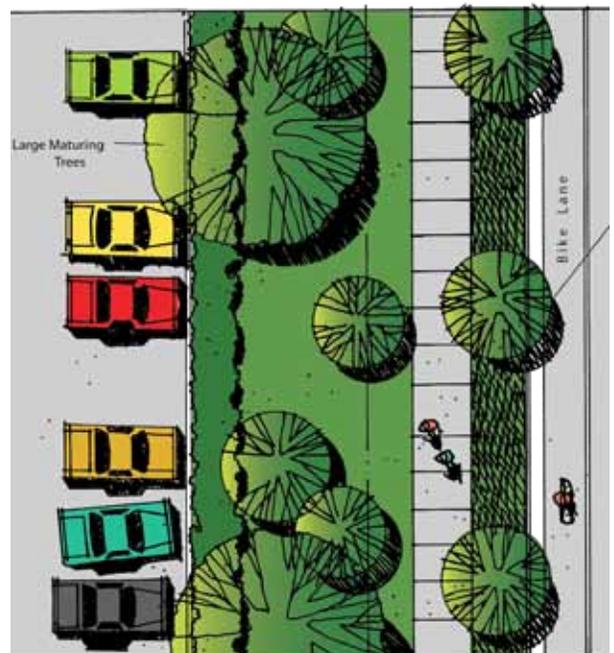
Potential Location: Beyond BLE Alignment, northbound side of N. Tryon St.

- Context:**
- No retaining wall, with utility easement, outside a transit station area
 - Mallard Creek Church Rd. and N. Tryon St. is a gateway into University City



Recommendations:

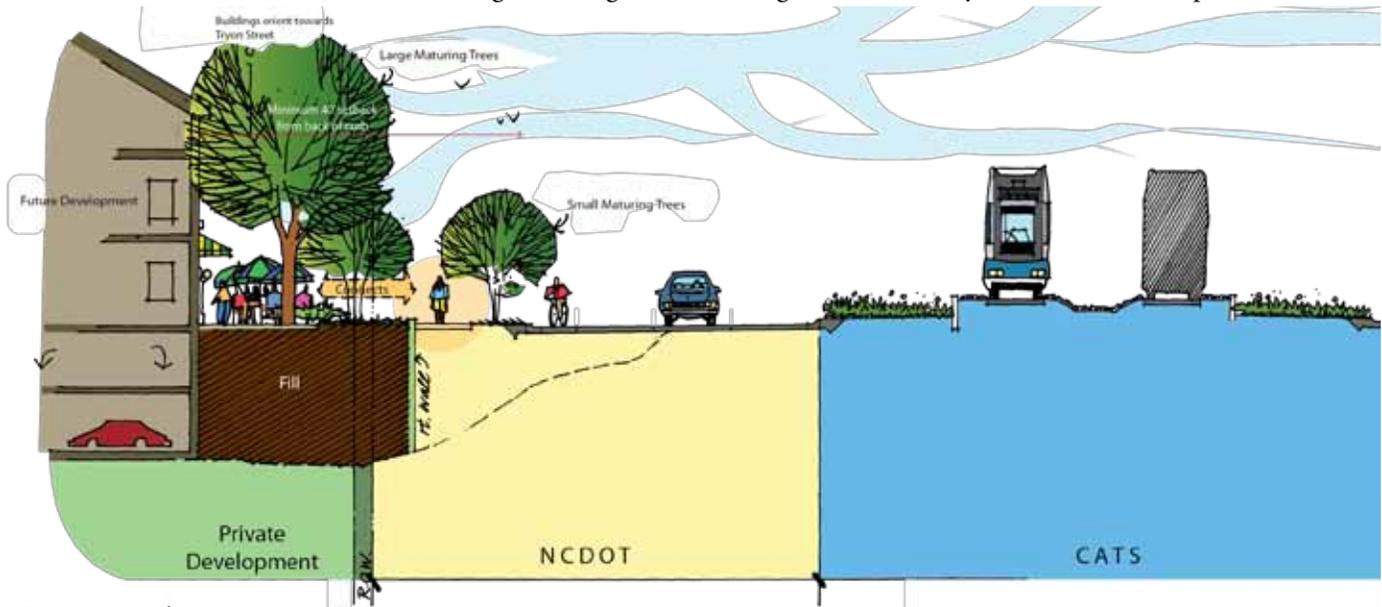
- The setback as established by the existing office development is appropriate and should be extended onto future development of adjacent sites.
- Trees should be planted in the planting strip between the curb and the sidewalk to establish a tree line that should be carried along the corridor.
 - Tree planting should be done in accordance with NCDOT policies in place at the time of development. If not currently feasible, trees should be planted behind the sidewalk, as close to the travel lane as NCDOT policies will allow.
- Trees should also be planted between the sidewalk and building setbacks to complement street trees.
 - If overhead utilities are buried, large maturing trees are desired between the sidewalk and required setbacks at frequent, regular intervals (about every 60'). If utilities remain in place, medium or large maturing trees are still encouraged between the sidewalk and setbacks and/or site improvements, however the location should meet the utility company policies in place at the time development occurs.



B

Potential Location: Along BLE Alignment, southbound side of N. Tryon St.

- Context:**
- With large retaining wall, no utility easement, within a transit station area
 - This retaining wall is significant in height and will likely need to remain in place

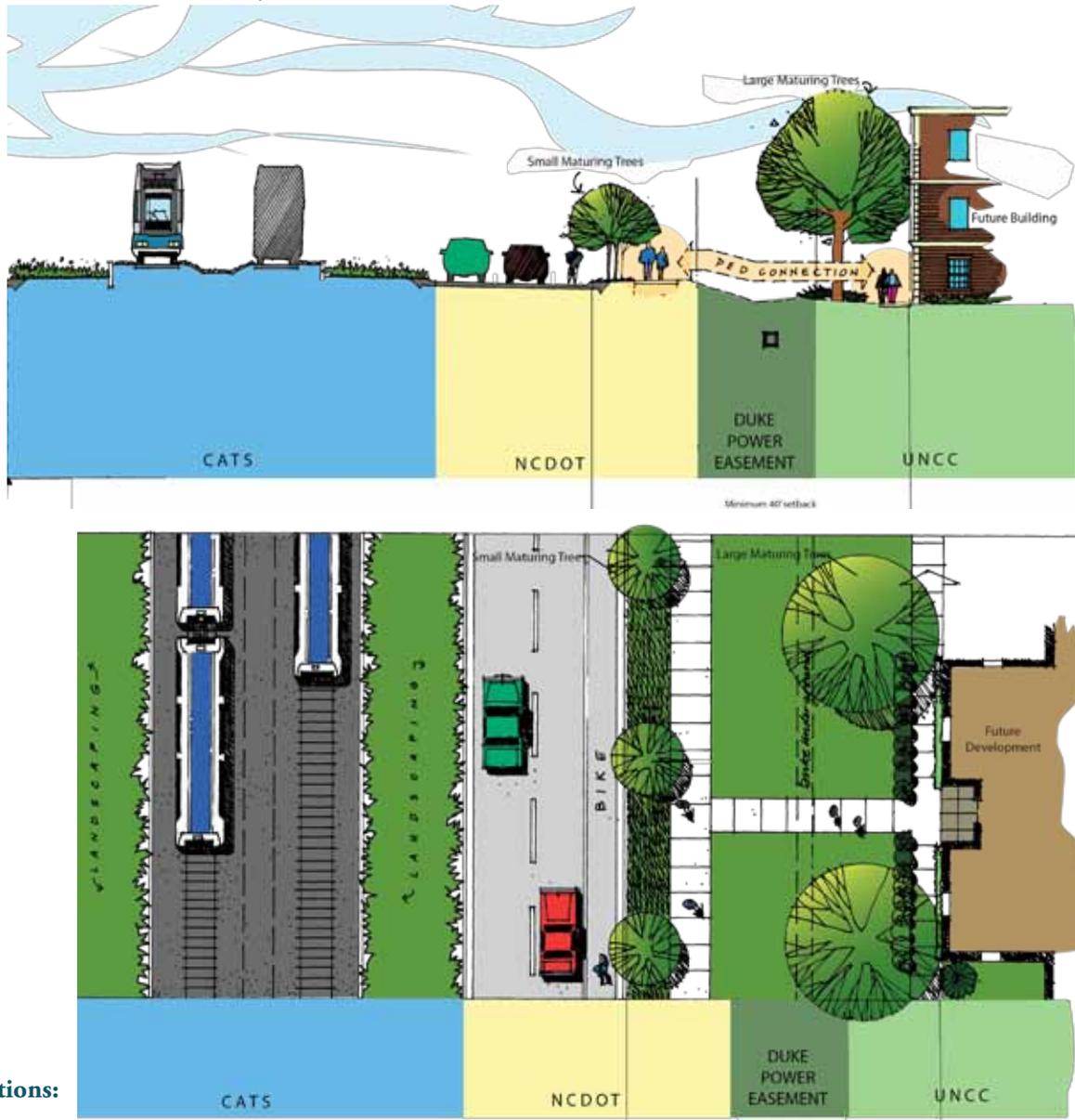
**Recommendations:**

- The desire is to maintain at least a 40' setback from the back of curb to provide a comfortable pedestrian environment.
- Future buildings should provide support for the road by filling between new structural walls and the existing retaining wall to achieve a connection to and orientation toward N. Tryon St. after a wall is constructed. Development may then front on N. Tryon St. with accessible entrances from the sidewalk. Active entrances along other streets should be considered and structured parking is appropriate behind the retaining wall, where feasible, meeting all other policy recommendations. An example is set by the JW Clay Blvd/UNC Charlotte parking deck, with space for active uses constructed adjacent to the sidewalk.
- Trees should be planted in the planting strip between the curb and the sidewalk to establish a tree line that should be carried along the corridor.
 - Tree planting should be done in accordance with NCDOT policies in place at the time of development. If not currently feasible, trees should be planted behind the sidewalk, as close to the travel lane as NCDOT policies will allow.
- Trees should also be planted between the sidewalk and building setbacks to complement street trees.
 - If overhead utilities are buried, large maturing trees are desired between the sidewalk and required setbacks at frequent, regular intervals (about every 60'). If utilities remain in place, medium or large maturing trees are still encouraged between the sidewalk and setbacks and/or site improvements, however the location should meet the utility company policies in place at the time development occurs.



Potential Location: Along BLE Alignment, northbound side of N. Tryon St.

- Context:**
- No retaining wall, with utility easement, outside of a transit station area
 - The segment along UNC Charlotte's main campus is unique from other areas because overhead utility lines will be buried.



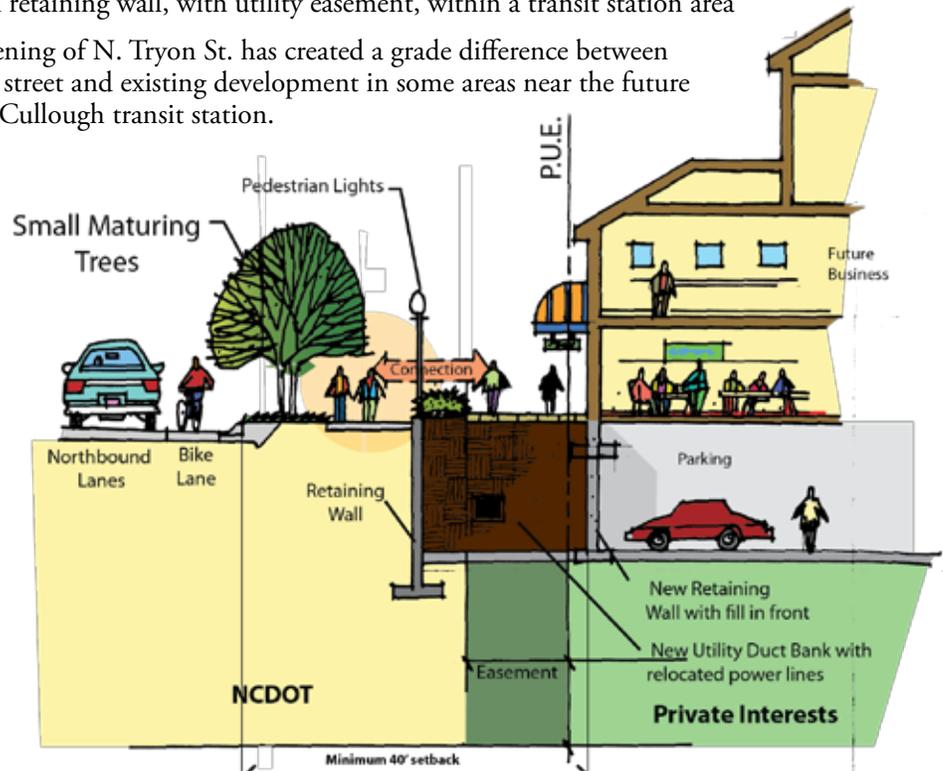
Recommendations:

- The desire is to maintain at least a 40' setback from the back of curb to provide a comfortable pedestrian environment. Pedestrian connections from the sidewalk along N. Tryon St. and future development should be provided to improve pedestrian accessibility along the corridor.
- Trees should be planted in the planting strip between the curb and the sidewalk to establish a tree line that should be carried along the corridor.
 - Tree planting should be done in accordance with NCDOT policies in place at the time of development. If not currently feasible, trees should be planted behind the sidewalk, as close to the travel lane as NCDOT policies will allow.
- Trees should also be planted between the sidewalk and building setbacks to complement street trees.
 - A result of buried utilities is a wider public utility easement, however large maturing trees can be planted just outside of the easement and right of way, meeting current NCDOT required distance from the travel lanes.

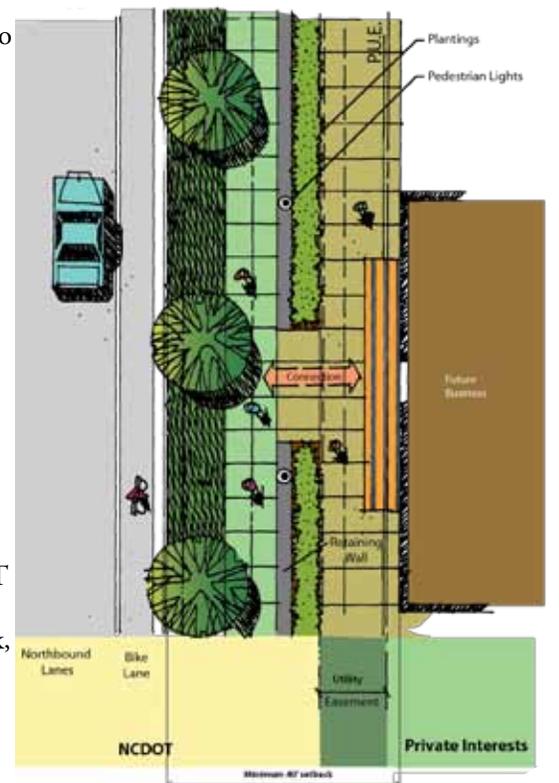
D

Potential Location: Along BLE Alignment, northbound side of N. Tryon St.

- Context:**
- With retaining wall, with utility easement, within a transit station area
 - Widening of N. Tryon St. has created a grade difference between the street and existing development in some areas near the future McCullough transit station.

**Recommendations:**

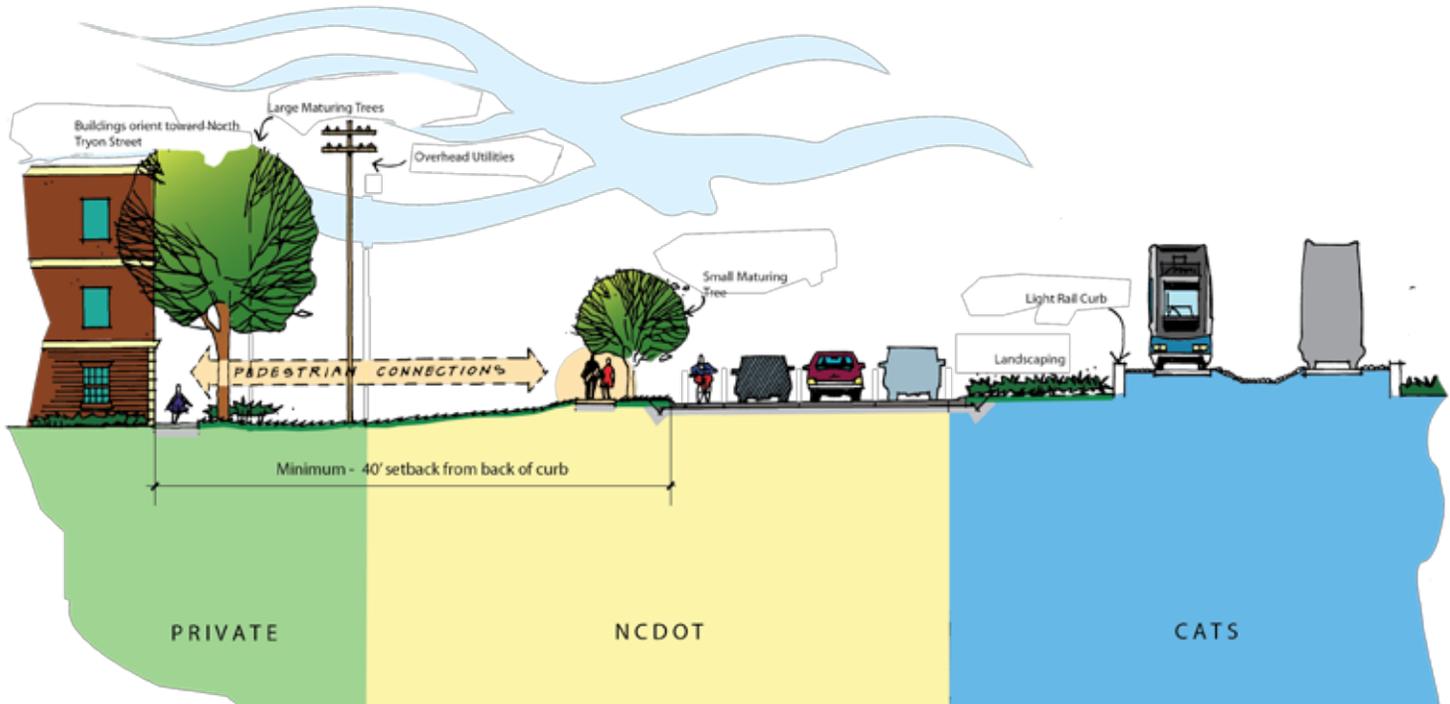
- The desire is to maintain at least a 40' setback from the back of curb to provide a comfortable pedestrian environment.
- Future buildings should provide support for the road by filling between new structural walls and the existing retaining wall to achieve a connection to and orientation toward N. Tryon St. after a wall is constructed. Development may then front on N. Tryon St. with accessible entrances from the sidewalk. Active entrances along other streets should be considered and structured parking is appropriate behind the retaining wall, where feasible, meeting all other policy recommendations.
- Burying utilities is a potential improvement as redevelopment occurs, although the cost may be prohibitive.
- Trees should be planted in the planting strip between the curb and the sidewalk to establish a tree line that should be carried along the corridor.
 - Tree planting should be done in accordance with NCDOT policies in place at the time of development. If not currently feasible, trees should be planted behind the sidewalk, as close to the travel lane as NCDOT policies will allow.
- Trees should also be planted between the sidewalk and building setbacks to complement street trees.
 - If overhead utilities are buried, large maturing trees are desired between the sidewalk and required setbacks at frequent, regular intervals (about every 60'). If utilities remain in place, medium or large maturing trees are still encouraged between the sidewalk and setbacks and/or site improvements, however the location should meet the utility company policies in place at the time development occurs.



E

Potential Location: Along BLE Alignment, northbound side of N. Tryon St.

- Context:**
- No retaining wall, with utility easement, with wide right of way, within a transit station area
 - The southernmost segment of the corridor is largely undeveloped and presents an opportunity to establish the desired visually cohesive corridor as development occurs.

**Recommendations:**

- The desire is to maintain at least a 40' setback from the back of curb to provide a comfortable pedestrian environment.
 - A wide NCDOT right of way and a public utility easement exist which precludes development from occurring near N. Tryon St. Therefore, most future development will likely be set back relatively far from the street and sidewalk.
 - Pedestrian connections between the sidewalk and future development will be needed to improve pedestrian accessibility along the corridor.
- Burying utilities is a potential improvement as redevelopment occurs, although the cost may be prohibitive.
- Trees should be planted in the planting strip between the curb and the sidewalk to establish a tree line that should be carried along the corridor.
 - Tree planting should be done in accordance with NCDOT policies in place at the time of development. If not currently feasible, trees should be planted behind the sidewalk, as close to the travel lane as NCDOT policies will allow.
- Trees should also be planted between the sidewalk and building setbacks to complement street trees.
 - If overhead utilities are buried, large maturing trees are desired between the sidewalk and required setbacks at frequent, regular intervals (about every 60'). If utilities remain in place, medium or large maturing trees are still encouraged between the sidewalk and setbacks and/or site improvements, however the location should meet the utility company policies in place at the time development occurs.