












Wall Exercise Instructions

1. Select your Plan Area on the wall
2. Review the descriptions and illustrations for each station
3. Use a sticky note to record your response to the following questions:
 - a. Are the Character Areas organized appropriately? What would you change and why?
 - b. Is access and connectivity addressed? How would you improve it?
 - c. Are there any missed opportunities in the Concepts?















Summary of Character Areas

	Description and Purpose	Character of Use	Building Types
 <p>Transit Supportive Uses</p> 	<p>Characterized by an intense mix of residential and commercial uses oriented around a transit station and/or regional road corridors. The transit area maintains its pedestrian scale with connected streets, active streetscape and walkable block sizes even when building footprints are larger.</p>	<p>Mixed- or Multi-Use Retail, Office, Residential</p> 	<p>Mixed-Use Storefront Commercial Large-Format Retail Apartment Houses Townhomes</p> 
 <p>Mixed Use</p> 	<p>Comprised of moderate office and/or retail area with some commercial services, scale depending on location. Include mixed-use buildings or mixed-use blocks of ground-floor retail and office uses which primarily serve the surrounding area with a high level of internal and external connectivity.</p>	<p>Mixed- or Multi-Use Retail, Office, Limited Residential</p> 	<p>Mixed-Use Storefront Commercial Apartment Houses Townhomes</p> 
 <p>Institutional</p> 	<p>Civic infrastructure such as schools, libraries and community centers are critical to the quality of life in our Plan Areas. Locating these facilities in transit station areas will also maximize their accessibility for the entire Charlotte community.</p>	<p>Typically compatible with residential character</p> 	<p>Schools Libraries Day Care Centers</p> 
 <p>Neighborhood Preservation</p> 	<p>These areas are the foundation of the Plan Areas. Existing residential neighborhoods should be strengthened and new neighborhoods created in appropriate places.</p>	<p>Residential</p> 	<p>Single-Family Homes Townhomes</p> 
 <p>Park/ Open Space</p> 	<p>Places where open space connections are preferred for environmental preservation and/or pedestrian connection. Their application may vary widely, from stormwater facilities, to parks and greenways, to merely widened sidewalks.</p>	<p>Active and passive recreation use</p> 	<p>Open Space Greenway/ Trails</p> 
 <p>Office</p> 	<p>Office uses are appropriate within the General Corridor area with low to moderate intensity single- or multi-use buildings. These areas should be designed to connect to existing and future transportation networks including those for automobiles, transit, and pedestrians. These developments can also be part of a mixed-use area, similar to an Activity Center.</p>	<p>Office Building or Office Park</p> 	<p>Single Use or Multi-Use Buildings Single-story or Multi-story Buildings Can be mixed-use</p> 

THIS DOCUMENT IS USED TO INFORM THE **CONCEPT MAPS** FOR EACH PLAN

How to Read a Land Use Map

Listed below are brief descriptions and illustrations of land use categories. This document is intended for information purposes and does not include every land use category shown on adopted and recommended land use maps.

<i>Land Use</i>	<i>Example</i>	<i>Land Use</i>	<i>Example</i>
<p> <i>Residential</i></p> <p>Parcels are shown in green and have a specific density.</p> <p>Low density is up to 8 dwelling units per acre(DUA). Moderate density is 8 - 22 DUA. High density is over 22 DUA.</p> <p>Housing types may include single family, duplex, triplex, or quadruplex dwellings, apartments, condos or town homes.</p>	 <p><i>Low Density Residential</i></p>  <p><i>Moderate Density Residential</i></p>  <p><i>High Density Residential</i></p>	<p> <i>Transit Supportive</i></p> <p>Parcels are shown in deep purple; uses include pedestrian-friendly residential, office, retail, open space, civic and institutional uses.</p> 	<p> <i>Residential/Office/Retail</i></p> <p>Sites are shown in red, green and purple; uses include multi-family, office, and retail uses. Some areas allow industrial uses.</p> 
<p> <i>Park/Open Space</i></p> <p>Sites are shown in green; uses include parks, greenways, flood plain areas, open green spaces within developments, and others.</p> 	<p> <i>Office</i></p> <p>Parcels are shown in purple; uses include dentists, beauty shops, office buildings, and others.</p> 	<p> <i>Institutional</i></p> <p>Parcels are shown in blue; uses include churches, medical facilities, schools, and others.</p> 	

Notes:

THIS DOCUMENT IS USED TO INFORM THE DEVELOPMENT PLAN MAPS FOR EACH PLAN AREA

UNIVERSITY CITY BV & McCULLOUGH TRANSIT STATION AREA

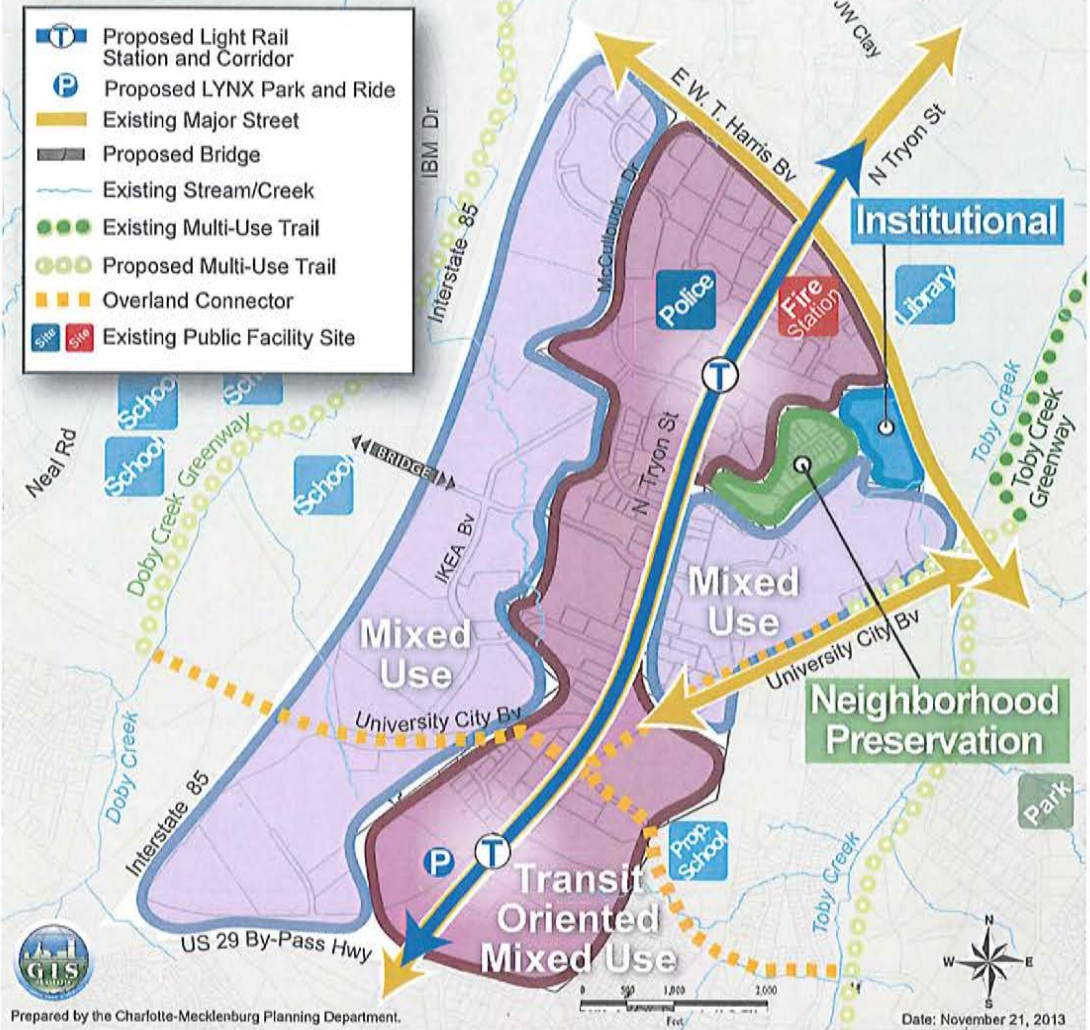
Map 3: CONCEPT MAP

■ University City Station



UCAP/BLE

Concept Plan Land Use & Key Community Design



Prepared by the Charlotte-Mecklenburg Planning Department.

Date: November 21, 2013

Photos shown are examples of the Concept Map's recommended pattern of development and preservation for the University City Boulevard and McCullough Station plan area.



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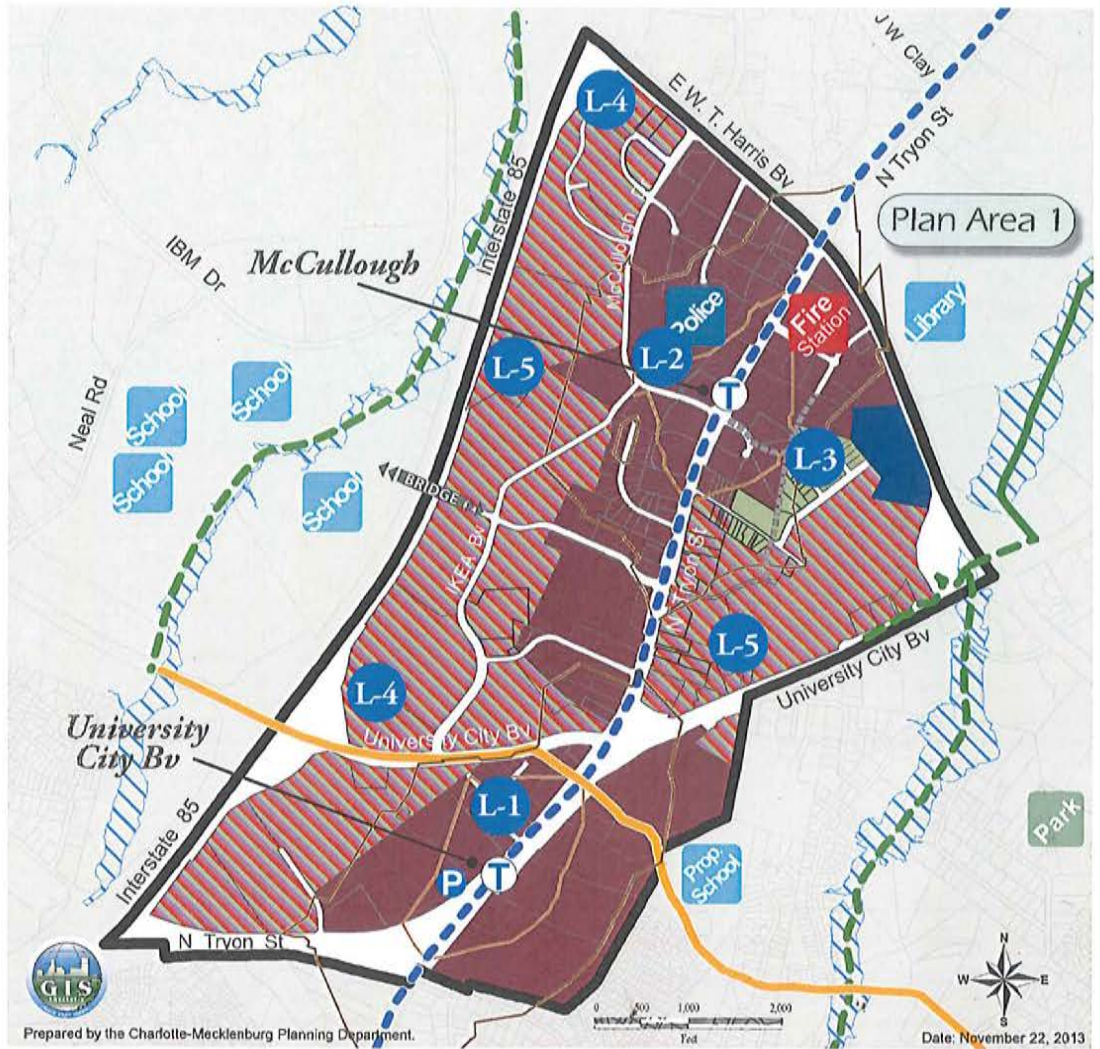


UNIVERSITY CITY BV & McCULLOUGH TRANSIT STATION AREA

Map 4: DEVELOPMENT PLAN

■ University City Station

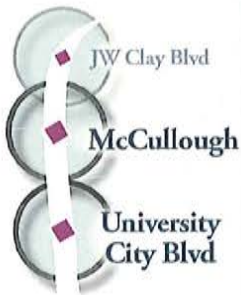
Concept Plan
Land Use & Key
Community Design





UCAP/BLE

Concept Plan Land Use & Key Community Design



Grand Promande Village on McCullough Drive has both ground floor and second story retail spaces.

Plan Area 1 University City Bv & McCullough Transit Station Areas

Land Use & Key Community Design Policies

- L-1 Promote a mix of transit-supportive land uses (residential, civic, office and retail) within the University City Boulevard Transit Station area through new development and redevelopment.
 - Higher intensity pedestrian-oriented office and/or residential uses are appropriate along newly created streets within 1/4 mile.
 - Transition to predominantly residential uses next to the existing single family neighborhoods off Rocky River Road and Sandy Avenue.
- L-2 Promote a mix of transit-supportive land uses with an emphasis on office and employment uses within the McCullough Transit Station area through new development and redevelopment.
 - Support opportunities for infill development and redevelopment of existing suburban-scale non-residential, particularly office, form of development to higher intensity employment based mixed uses.
 - While not discouraged, transit supportive opportunities for residential development will be limited.
- L-3 The low density residential use of the existing Hampton Park neighborhood could be preserved. Contingent on consensus from neighborhood property owners, the neighborhood may be considered for redevelopment to transit supportive residential land uses.
 - Adjacent transit supportive development should be primarily residential based, tying transit to the Hampton Park neighborhood.
 - The properties within Hampton Park are currently developed at no more than 5 DUA. If all property owners come together to sell the land, and if additional direct vehicular access to McCullough Drive and collector streets can be achieved,

the property could be considered for transit-supportive redevelopment up to the TOD development standards established by the Zoning Ordinance subject to appropriate height and buffer standards as related to the continuing single family neighborhood.

- L-4 Interchange-oriented regional serving retail uses, office and/or residential uses are appropriate.
 - Industrial/Warehouse/Distribution uses are allowed to continue and expand where they currently exist. These uses are not appropriate in other areas of the mixed use districts.
 - Multi-family residential density should be moderate, and in some cases high, typically in conjunction with a mixed use retail center. Non-residential intensity should be low to moderate.
 - Most development should be low- to mid-rise in interchange areas.
 - Any bridge constructed over I-85 into the plan area should accommodate multi-modal transportation and be made to integrate aesthetic elements into the design. The Community Design Policies, page X and *Volume 2: Implementation Guide*, page X provide additional details and guidance to achieve this goal.
- L-5 Provide an opportunity for development of moderate density residential, office, and/or retail land uses for properties in mixed use districts outside of transit station areas and interchange areas.
 - Development of individual sites may be a single-use non-residential development or integrate land uses either vertically or horizontally. These areas should be developed at a lesser intensity than those within transit station areas and will focus on serving the local community.
 - Sites should be designed to accommodate several forms of access including transit, automobile, and pedestrian systems.
 - Near University City Boulevard, moderate density residential uses may be appropriate when vertically mixed with office and/or retail uses primarily occupying the ground floor level.
 - Development occurring adjacent to single family residential land uses should be sensitive to the existing neighborhood character in terms of scale, massing, and orientation.

JW CLAY BOULEVARD TRANSIT STATION AREA

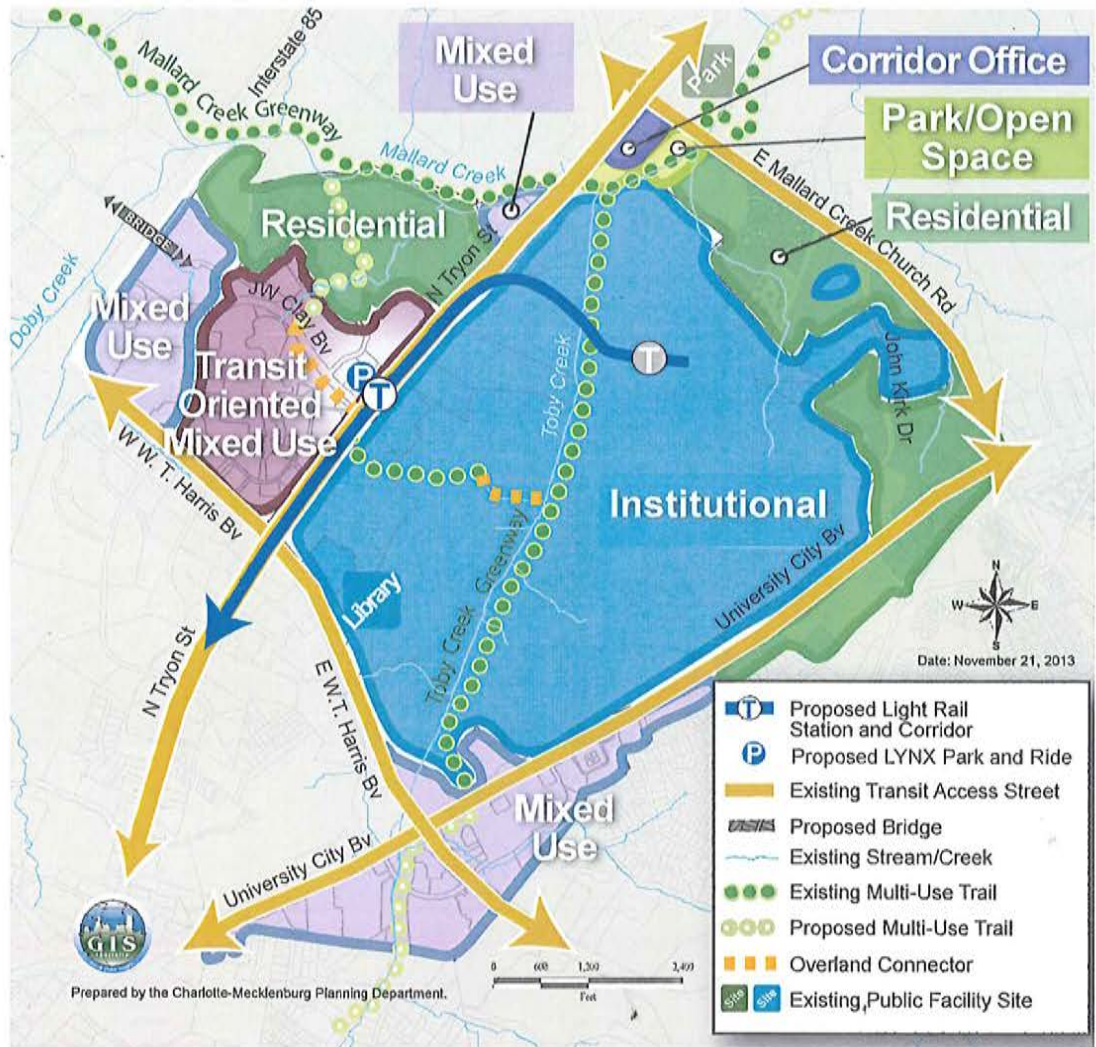
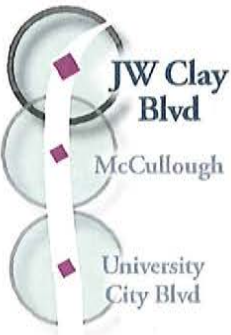
Map 6: CONCEPT MAP

■ University City Station



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Concept Plan
Land Use & Key
Community Design



Photos shown are examples of the Concept Map's recommended pattern of development for the JW Clay Station plan area.



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



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Concept Plan
Land Use & Key
Community Design

JW CLAY BOULEVARD TRANSIT STATION AREA

Map 7: DEVELOPMENT PLAN

■ University City Station



Recommended Land Use

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

Current and Future Amenities

- Proposed Transit Station and Rail Line
- Proposed LYNX Park and Ride
- Proposed Street Connection
- Existing Greenway
- Proposed Greenway
- Existing Overland Connector
- Proposed Bridge
- 1/4 Mile Walking Distance
- 1/2 Mile Walking Distance
- FEMA 100 Year Floodplain
- Existing Public Facility Site

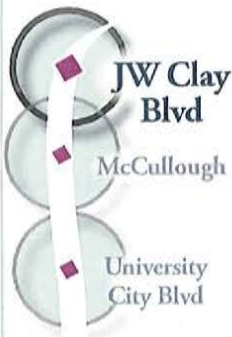
Prepared by the Charlotte-Mecklenburg Planning Department.

Date: November 22, 2013



UCAP/BLE

Concept Plan
Land Use & Key
Community Design



University Place's office, retail, and residential mixture of uses benefit from both passive and active lake use.

Plan Area 2
JW Clay Boulevard
Transit Station Area

Land Use & Key
Community Design Policies

- L-1** Promote redevelopment of parcels fronting North Tryon Street and JM Keynes Drive to include more pedestrian-oriented form of development.
 - Infill should include vertically and horizontally mixed uses. Residential uses should include ground floor retail; office uses may also be considered. Minimum density in transit station areas should be 20 DUA.
 - Promote expansion of institutional uses on the UNC Charlotte campus and intensification of pedestrian-oriented form along North Tryon Street and JW Clay Boulevard.
 - In the northern edge of the area, adjacent to Mallard Creek Greenway, moderate density residential is appropriate. However, redevelopment to better integrate residential areas with nearby non-residential uses through bicycle and pedestrian connections should be considered in the long-term. Density between 8 and 22 DUA is appropriate.
- L-2** Establish a gateway at the intersection of JW Clay and North Tryon streets.
 - The University of North Carolina-Charlotte fitness trail provides access from Toby Creek Greenway to North Tryon Street. That connection should be extended to the proposed Barton Creek Greenway, with design for bicycle and pedestrian safety and experience as a primary focus.
- L-3** Interchange-oriented regional serving retail uses and/or office and residential uses are appropriate.
 - Promote redevelopment of shopping center, currently suburban in scale and form. Moderate to higher density residential, office, and mixed retail uses are appropriate.

- Industrial/warehouse/distribution uses are not appropriate in this interchange area.
- Any bridge constructed over I-85 into the plan area should accommodate multi-modal transportation and be made to integrate aesthetic elements into the design. The Community Design Policies, page X and *Volume 2: Implementation Guide*, page X provide additional details and guidance to achieve this goal.
- L-4** Provide an opportunity for development of moderate density residential, retail, and office land uses for properties in mixed use districts outside transit station areas and interchange areas.
 - Development of individual sites may be a single-use development or integrate land uses either vertically or horizontally.
 - These areas should be developed at a lesser intensity than those within transit station areas and will focus on serving the local community.
 - Sites should be designed to accommodate several forms of access including transit, automobile, and pedestrian systems.
 - Near University City Boulevard, moderate density residential uses may be appropriate when vertically mixed with office and/or retail uses primarily occupying the ground floor level.
 - Development occurring south of University City Boulevard and adjacent to the single family residential land uses should be sensitive to the existing neighborhood character in terms of scale, massing, and orientation.
- L-5** Promote reinvestment in existing residential units across from/adjacent to UNC Charlotte.
 - Moderate density residential is appropriate in this area.
 - Principles in the *University City Boulevard Design Guidelines* should be applied to new developments and rezonings.