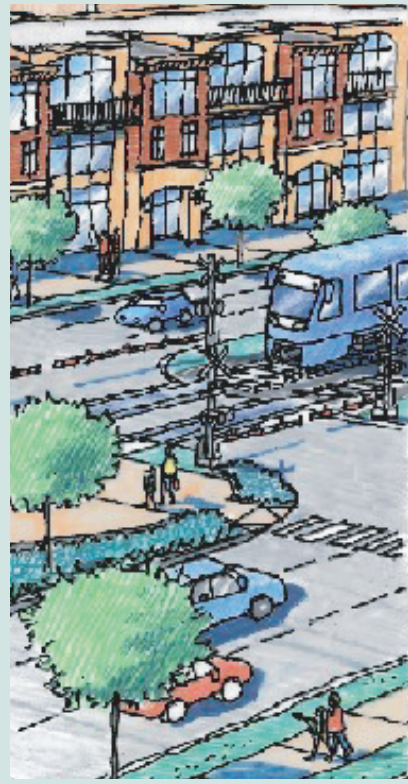


Infrastructure and Public Facilities Policies



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Concept Plan
Infrastructure and
Public Facilities

Public facilities and services addressed in this document include public water and sewer, storm water, police, fire, parks, recreation and schools. As Charlotte-Mecklenburg continues to grow and develop, timely planning for, and coordination of, these services is essential to maintaining the high quality of life residents have come to expect.

There are several public parks, indoor and outdoor recreational facilities, public and private open spaces and greenway facilities in or adjacent to the University City Area. There are also several schools, both neighborhood-serving (Nathaniel Alexander Elementary School, James Martin Middle School, Vance High School, John M. Morehead STEM Academy, and a new location of Newell Elementary School) and those that draw from a wider base, such as UNC Charlotte's Main Campus. The Existing Conditions section of the Appendix, page XXX, provides a description of these institutions.

The following policies are intended to enhance, preserve and protect the area's existing public facilities and to encourage infrastructure that serves today's requirements while incorporating innovative practices to meet future needs.

Public Facilities/Infrastructure

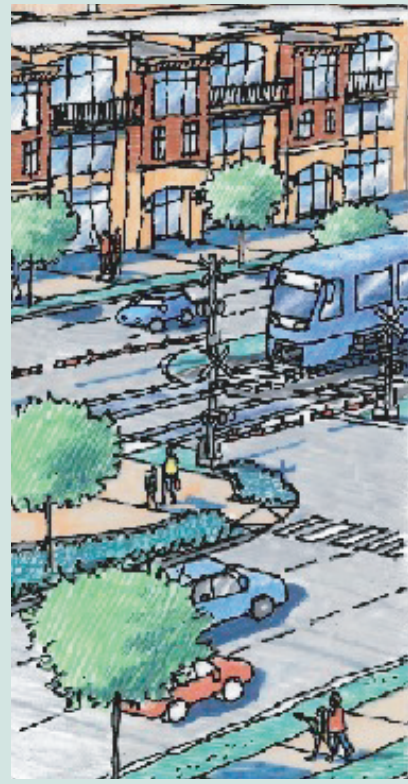
The core of many of the station areas are recommended for higher density redevelopment. Their infrastructure, while sufficient and appropriate for current uses, may require capacity increases for more intense new uses. The following recommendations are intended to address needs for additional or expanded infrastructure and public facilities.

P-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. Public art encourages a sense of place and a distinct identity to a part or outdoor space. It can enhance and beautify an area, spark a conversation, peak ones curiosity, or educate about an important person or event. Public art can even encourage or discourage certain behaviors or movements within public space.



Dynamic art piece creates a major focal point on the UNC Charlotte campus.

P-2 Conduct an infrastructure study to evaluate the adequacy of infrastructure (water, sewer, storm drainage) in the station areas. The ability of the station areas' infrastructure to support higher density redevelopment and capacity of the other utility systems is not known. To ensure that the station areas will be able to support the new, higher-density development recommended by this plan, a detailed infrastructure analysis is recommended. (NECI)



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Concept Plan
Infrastructure and
Public Facilities

P-3 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.

P-4 Provide necessary police and fire services to maintain and improve service levels and quality of life for existing and future residents and businesses. The University City Police Division office is located in the plan area along University Executive Park Drive. Fire Station 27 is also located in the plan area on Ken Hoffman Drive. There are no immediate plans to relocate either of these stations. CMPD has long term plans for a freestanding facility and the Fire Department anticipates minor renovations on site but no immediate plans for additional resources at that location.

P-5 Develop school facilities to meet area needs. Charlotte-Mecklenburg Schools has a planned project on Rocky River Road for the relocation of Newell Elementary School. This school will be in addition to other existing schools, including Nathaniel Alexander Elementary and John M. Morehead STEM Academy.

Parks, Greenways and Recreational Facilities

The Mecklenburg County Park and Recreation Greenway Plan Update (2008) provides recommendations for several of the station areas' greenways. The Mecklenburg County Park & Recreation draft Center City Parks and Recreation Plan (January 2010) provides recommendations for several of the station areas' parks, greenways, recreational facilities and open spaces. None of the following policies are in conflict with these recommendations.

P-6 Encourage urban open spaces in the Transit Station Area. New development in the area should provide usable urban open space, either on-site or off-site within the station area. Desirable types of urban open spaces include pocket parks, plazas and community gardens. The areas in immediate proximity to all Transit Stations are high priority for open space.

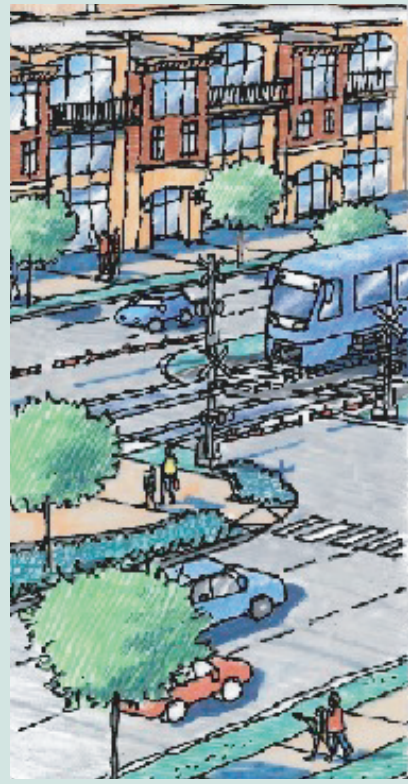
P-7 Provide opportunities for expansion and improved access for the Toby Creek Greenway and Mallard Creek Greenway in accordance with the Mecklenburg County Park and Recreation Master Plan. The same principles should apply to future greenways (e.g. Doby Creek Greenway and Barton Creek Greenway).

Northeast Corridor Infrastructure Program (NECI)

The Northeast Corridor Infrastructure Program (NECI) will make infrastructure improvements that are intended to support and encourage future development along the BLE.

The program will include intersection enhancements, improved connectivity, streetscapes, sidewalks and bicycle routes. Some of these projects are included in specific station concept plans, but all are included in the Implementation Guide. Implementation of these improvements will enhance access to neighborhoods and businesses and promote transit-oriented development in station areas.

Natural Environment Policies



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Some areas within the plan boundaries include areas of present and former industrial development, much of which is expected to be redeveloped over time. The following environmental recommendations focus on the means to improve air, water and land quality through the redevelopment process.

The establishment of higher densities through transit oriented development zoning within station areas and other appropriate areas within the plan boundaries intends to improve the environment of the region by focusing growth in identified areas. These areas are then supported by transportation corridors with transit and other infrastructure to relieve the pressure for growth on the outlying greenfield areas; thereby reducing vehicular trips and trip lengths that otherwise would extend to the outer edge of the metropolitan area.

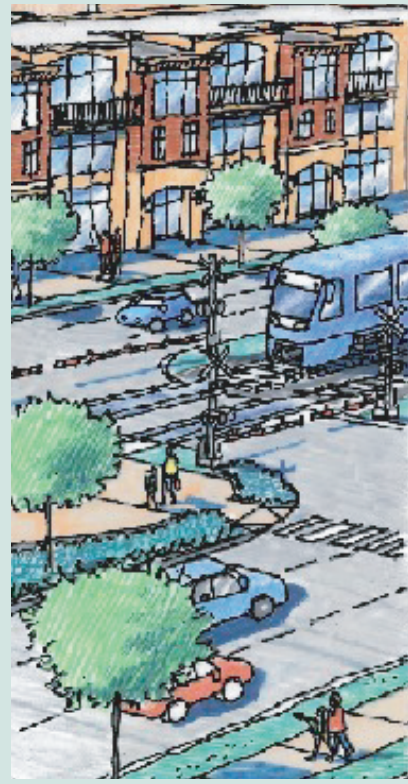


Trees provide both aesthetic and measurable environmental value.

Environmental

E-1 Make trees a key feature in all station areas. Many of the residential neighborhoods in the station areas are enhanced by a mature tree canopy. Trees should be an identifying feature for all station areas. In addition to their aesthetic value, trees help to reduce stormwater run-off, slow soil erosion, absorb air pollutants and provide shade. Where street trees currently exist in station areas, they should be maintained and replaced as necessary. Where street trees do not currently exist in the station area, they should be planted as part of new development or redevelopment in accordance with streetscape cross-sections.

E-2 Encourage actions (measures) that will help ensure the long-term stainability of the tree canopy. The current tree canopy coverage in the University City Area Plan boundaries is 35.5%, which is considered low for a corridor area. Corridor areas should strive for 45% or greater coverage, so widespread planting efforts are encouraged. As redevelopment continues to increase in the area, impacts to the tree canopy should be monitored and measures supported to help mitigate loss of canopy. One strategy to help reverse the loss of tree canopy is to plant additional trees in parks, public and private open spaces, and in planting strips along public streets where practical. This strategy should also address replacement of trees that are lost or damaged through disease, development, or other causes.



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Concept Plan
Natural
Environment

E-3 Minimize impacts to existing tree canopy when developing, maintaining, or constructing streets, sidewalks, pedestrian/bicycle paths, public facilities, and utilities. A strategy is needed to prevent practices that damage or destroy mature trees. Such a strategy should be developed in consultation with utility companies and the construction industry to increase its acceptance and enhance compliance efforts.

E-4 Support mixed use and compact development, especially around Transit Stations, that preserves land, reduces vehicular trips and protects natural resources. This type of development encourages walking and biking as well as protects air quality, water quality, and other natural resources. The land use and design sections provide appropriate locations for mixed use development and provide guidance for appropriate design. The land use and design policies help insure that negative impacts of growth are mitigated.

E-5 Design sites and buildings to improve water quality and control water quantity of stormwater run-off. Over the last decade, innovative design solutions have been developed to address the water quality and quantity of stormwater runoff. The best practices in on-site stormwater management include the use of bio swales, rain gardens,



Stormwater detention ponds detain storm water and release it at a slower rate into storm drains, streams, rivers and lakes. This can reduce the risk of erosion and some flooding.

wet ponds, etc. Because of the large amount of impervious surface area and the proximity to nearby creeks, new development and redevelopment in the station area should be encouraged to incorporate design features that improve the quality and control the quantity of stormwater leaving their site, consistent with the adopted *Post-construction Controls Ordinance* and *Storm Drainage Design Manual*.

E-6 Assist property owners with remediation of sites known or perceived to have contaminated soil. Soil contamination poses a hazard to the environment; however, it can also serve as an obstacle to development. Since contamination is a potential issue in the transit station areas, property owners should be encouraged to participate in the programs offered by the City of Charlotte to financially assist with the clean-up of contaminated sites.