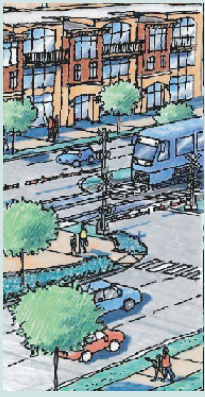


## UNIVERSITY CITY BV & McCULLOUGH TRANSIT STATION AREA

Map 3: Plan Area 1 CONCEPT MAP

■ University City Stations



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**Concept Plan**  
Land Use & Key  
Community Design

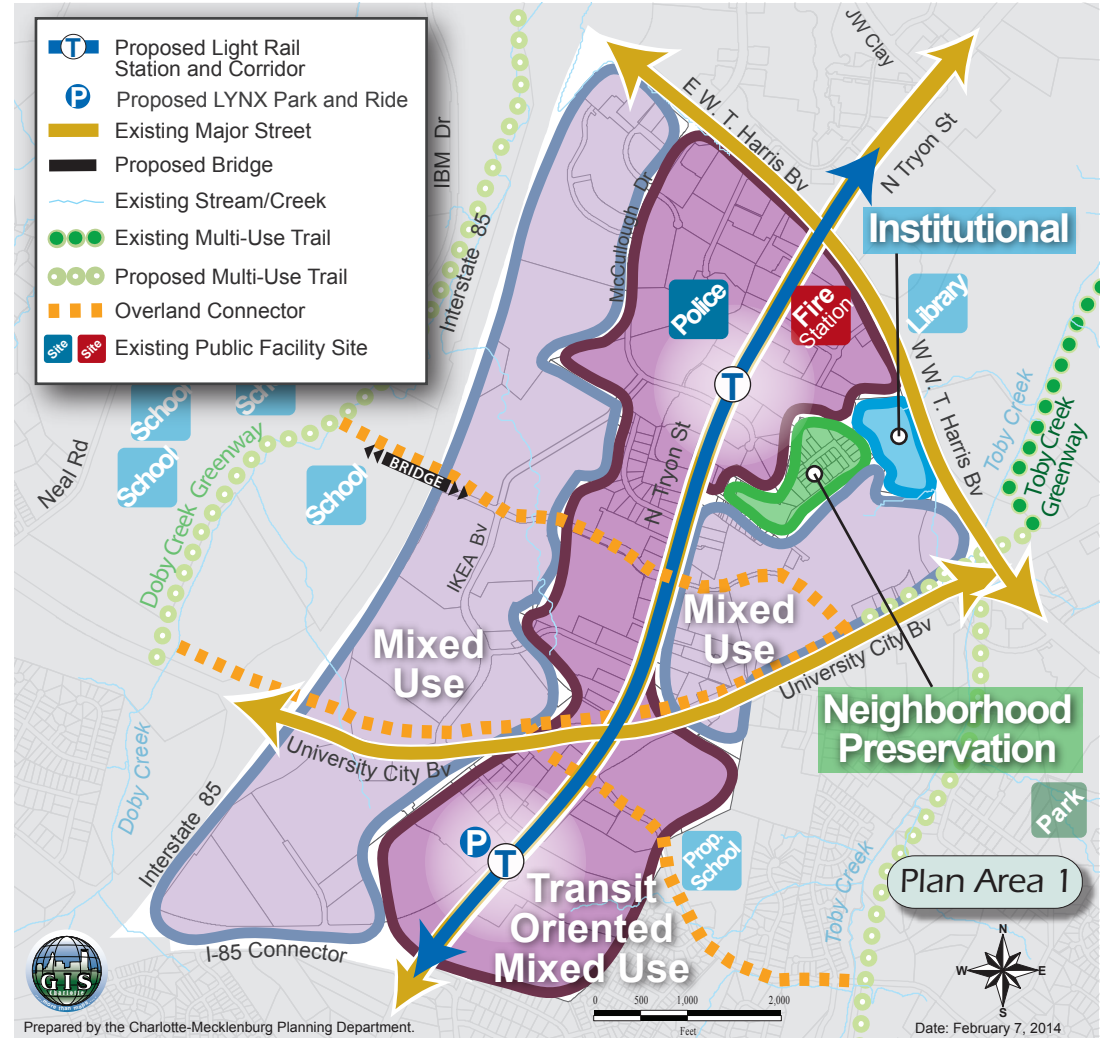


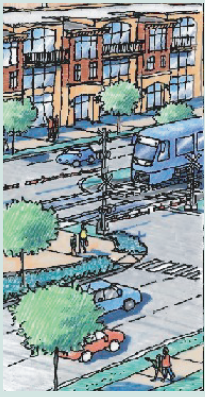
### Development Concept

**Map 3: Plan Area 1 Concept Map**, illustrates the recommended development pattern for the plan area. Near the I-85 interchanges (located at University City Boulevard and WT Harris Boulevard), we can expect to see a mix of uses that support those commuting or traveling along the interstate. The areas surrounding the future transit stations will experience the most change. There are opportunities for more intense, transit supportive development on both sides of the LRT line from Sandy Avenue/I-85 Connector to WT Harris Boulevard.

Hampton Park is a single-family neighborhood in the middle of the plan area that is flanked on all sides by various types of non-residential uses. It should remain a low density residential pocket, unless all property owners come to a consensus to sell the land to be cohesively redeveloped to support the transit station area. The development pattern described above will be supported by improvements to the pedestrian, bicycle, and vehicular networks (detailed in the Mobility section of this plan). These enhancements include additional street connections and a new bridge across I-85 to connect this area with University Research Park.

*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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**Recommended Land Use**

- Low Density Residential
- Institutional
- Transit Supportive Uses
- Residential/Office/Retail

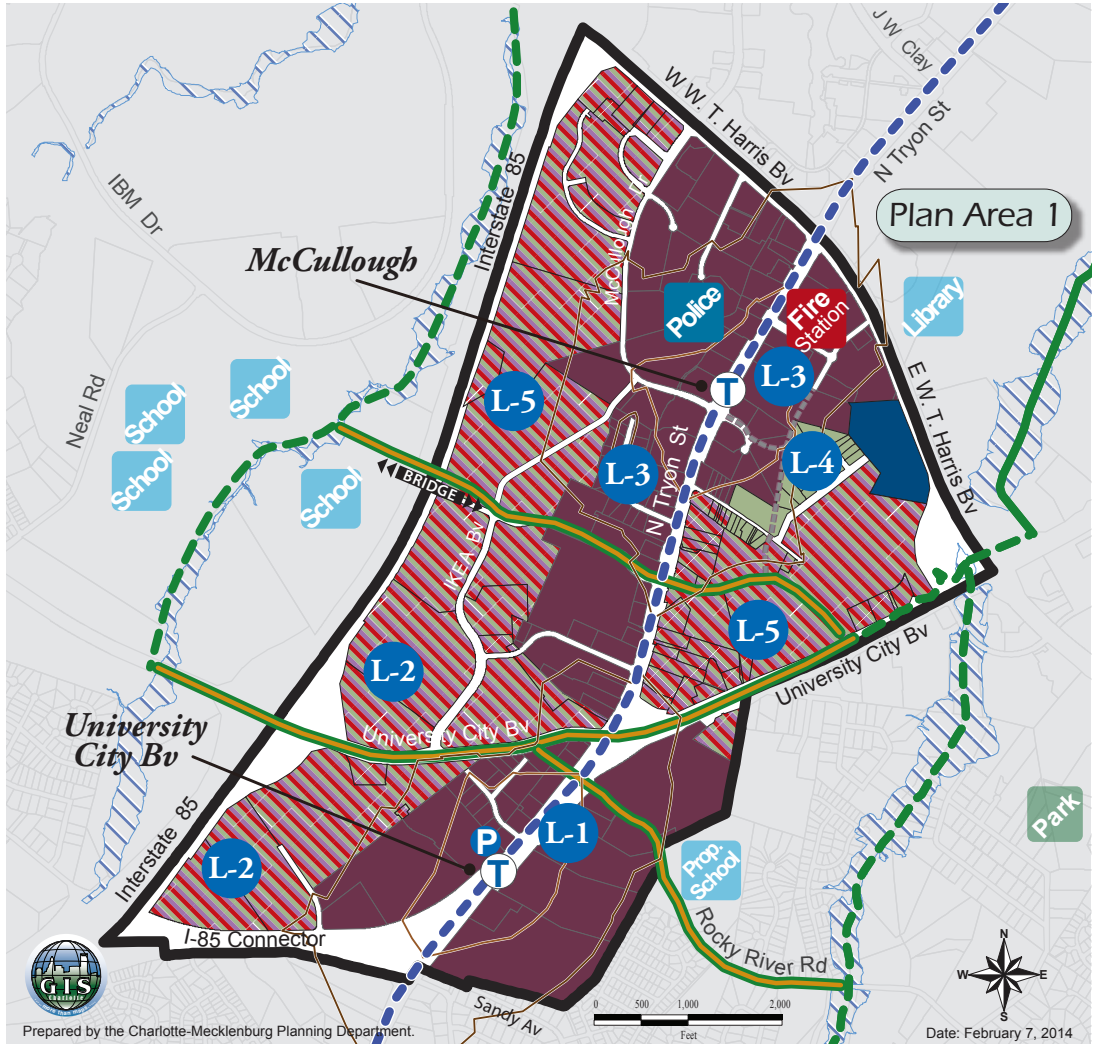
**Current and Future Amenities**

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

**UNIVERSITY CITY BV & McCULLOUGH TRANSIT STATION AREA**

Map 4: Plan Area 1 DEVELOPMENT PLAN

■ University City Stations



**Land Use & Key Community Design**

This section sets forth land use and community design recommendations for the University City Boulevard and McCullough plan area. An overview of the proposed street network is also included.

The entire XXX acre area is within two distinct districts

- **Transit Station Area:**  
The land area along the LRT line and generally within 1/2 mile of each transit station.
- **General Corridor:**  
Areas outside the TSA's that are along major streets and adjacent to I-85 interchanges.

The land use recommendations are shown on **Map 4: Plan Area 1 Development Plan**. The recommendations described on the following page are also cross referenced using the item numbers in the Implementation section of this plan.

## Development Plan

### Plan Area 1: University City Blvd Station and McCullough Station



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The Transit Station Areas (TSA) surrounding the future University City Boulevard Station and the future McCullough Station are both located within a ½ mile of an I-85 interchange. At both stations, there will be a transition over time from auto-oriented mixed use development at the interchange to more compact, mixed use, and pedestrian-oriented future development at the transit station. For those properties that front on N. Tryon Street and also residential areas along Rocky River Road, taller, more dense development within ¼ mile walk distance of the transit station will transition to building heights, densities, and mix of uses that are compatible with existing single-family neighborhoods near Sandy Avenue, off of Rocky River Road, and in the Hampton Park Neighborhood.

#### Concept Plan Land Use & Key Community Design



Retail and multi-family in a mixed use development is encouraged on the east side of N. Tryon Street adjacent to single family neighborhoods.



Active ground floor development is enhanced with connective sidewalks and pedestrian amenities and open space.

#### Land Use & Key Community Design Policies

##### L-1 Promote a mix of transit supportive land uses (residential, office, and retail) within the University City Boulevard Transit Station Area.

- Primarily residential uses mixed with office or retail is encouraged on the east side of N. Tryon Street as transit ties into existing neighborhoods. Commercial and office-based mixed use development is called for on the west side of N. Tryon Street; in particular there is the potential for a large transit-supportive mixed use development near the BLE station. Civic/institutional uses are also appropriate within transit station areas.
- Provide active ground floor uses along all streets for buildings within 500 feet of the transit station. Uses can be residential or non-residential. Buildings should be brought close to the sidewalk and locate parking in the rear.
- Provide open space and/or pedestrian amenities near the transit station, either as part of development or as an

independent feature of the area, when feasible.

- Block lengths should be 400 feet or less to improve connectivity.

##### L-2 Support continuing mixed use and industrial operations located in the University City Boulevard and I-85 interchange area.

- Future growth and development may be vertically mixed use or a cluster of buildings that share at least one site amenity such as a plaza, fountain, or pedestrian pathway system, with other buildings in the complex. Buildings should function as a compact “village” with common pedestrian connections and open space.
- Development near the transit station should maintain a pedestrian oriented character by encouraging buildings that front the street, are of compatible scale with the Transit Station Area, and continue the block structure and street network that support the transit station.



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



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**Concept Plan**  
Land Use & Key  
Community Design



*Entrances should be obvious and interesting. In transit station areas, the first floor should have architectural elements that distinguish it from upper stories.*



*Buildings can also open up to plazas or gathering spaces. Open spaces can include items such as benches, fountains, and public art.*

- Multi-family residential is not appropriate adjacent to industrial uses and should be located near IKEA Boulevard and the transit station area.

**L-3 Promote a mix of transit supportive land uses (residential, office, and retail) within the McCullough Transit Station Area.**

- Support opportunities for infill development and redevelopment of existing suburban-scale non-residential (particularly office) form of development to higher intensity mixed uses. Civic/institutional uses are also appropriate within Transit Station Areas.
- While not discouraged, transit supportive opportunities for residential development will be limited.
- Provide open space and/or pedestrian amenities near the transit station, either as part of development or as an independent feature of the area, when feasible.

**L-4 Preserve Hampton Park neighborhood as a low-density residential development (up to 8 dwelling units per acre).**

- The existing neighborhood is within ½ mile walk distance of the McCullough Transit Station. If all property owners agree to redevelop or sell, a unified site design that meets community design, mobility, and land use policies adopted in this plan may be appropriate for Transit Oriented Development (TOD).
- The maximum height should be 60 feet.

**L-5 Encourage moderate density residential, office, and/or retail uses for properties in mixed use districts, outside of transit station areas.**

- Future growth and development may be vertically mixed use or a cluster of buildings that share at least one site amenity such as a plaza, fountain, or pedestrian pathway system, with other buildings in the complex. Buildings should function as a compact “village” with common pedestrian connections and open space.
- Future development next to existing low-density residential should be no more than 50’ in height.
- Near University City Boulevard, moderate density (8-22 dwelling units per acre) residential uses may be appropriate when vertically mixed with office and/or retail uses primarily occupying the ground floor level.
- Any bridge constructed over I-85 should accommodate multi-modal transportation and integrate aesthetic elements into the design.

## UNIVERSITY CITY & McCULLOUGH TRANSIT STATION AREA

### Map 5: Plan Area 1 STRUCTURE PLAN

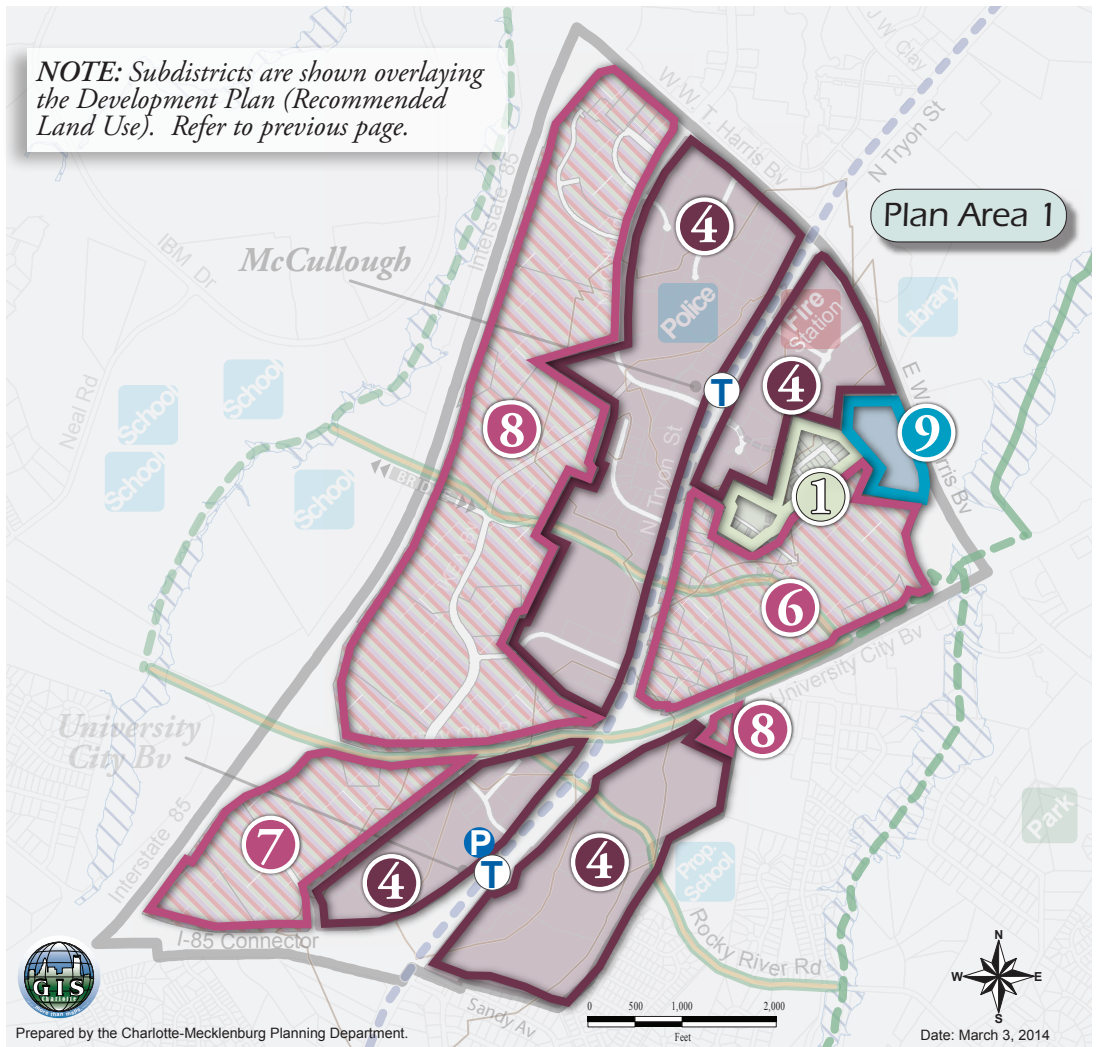
■ University City Stations



UCAP/BLE

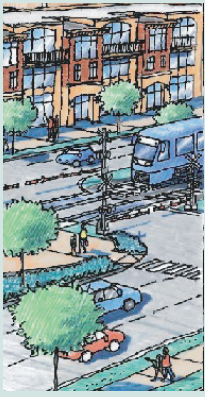
**Concept Plan**  
Land Use & Key  
Community Design

*NOTE: Subdistricts are shown overlaying the Development Plan (Recommended Land Use). Refer to previous page.*



### Structure Plan

The intent of the **Map 5: Plan Area 1 Structure Map** is to provide predictability for future development in transit station areas. The map identifies specific areas with desired design and form characteristics to achieve the overall vision of the community. These additional policies should be used to guide the rezoning and development process.



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**Concept Plan**  
Land Use & Key  
Community Design

## UNIVERSITY CITY & McCULLOUGH TRANSIT STATION AREA

### Plan Area 1 STRUCTURE PLAN

■ University City Stations

| SUBDISTRICTS |                              |  |                                       |
|--------------|------------------------------|--|---------------------------------------|
| Sub-district | Desired Uses                 | Typical Building Types   | Desired Height                        |
| ①            | Low Density Residential      | Single family houses. Redevelopment to vertically mixed use buildings ONLY with consensus from property owners.  | Up to 50'                             |
| ②            | Moderate Density Residential | Single Family Houses, duplex, townhomes, condominiums, apartments.   | Established by Ordinance Requirements |
| ③            | Moderate Density Residential | Single family houses, duplex, townhomes, condominiums, apartments.   | Up to 50'                             |
| ④            | Transit Supportive Uses      | Buildings should contain a mix of uses. Typically non-residential on the ground floor and moderate density residential on upper stories. Buildings should orient toward and address the street. For new development adjacent to single family zoning districts, the 40' base height shall be increased 1' in height for every 10' in distance the building is from the required setback. | Established by Ordinance Requirements |
| ⑤            | Corridor Office              | Low- to moderate-rise office buildings. May include a mixed-use component.   | Established by Ordinance Requirements |
| ⑥            | Corridor Mixed Uses          | Vertically mixed use or a cluster of buildings that share at least one site amenity such as a plaza, fountain, or pedestrian pathway system, with other buildings in the complex.  | Up to 50'                             |
| ⑦            | Corridor Mixed Uses          | Vertically mixed use or a cluster of buildings that share at least one site amenity such as a plaza, fountain, or pedestrian pathway system, with other buildings in the complex. Industrial locations should remain and expand.   | Established by Ordinance Requirements |
| ⑧            | Corridor Mixed Uses          | Vertically mixed use or a cluster of buildings that share at least one site amenity such as a plaza, fountain, or pedestrian pathway system, with other buildings in the complex.  | Established by Ordinance Requirements |
| ⑨            | Civic/ Institutional         | Low- to moderate- rise office or civic buildings. May include a mixed use component.   | Established by Ordinance Requirements |
| ⑩            | Open Space/ Park/ recreation | Open Space, passive and active recreation.   | Established by Ordinance Requirements |

*Subdistricts shown in gray text are not recommended for this station area.*