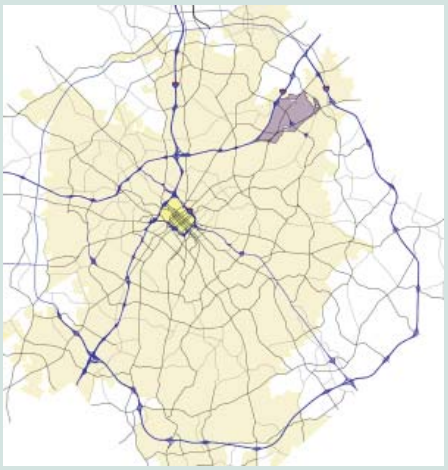
University City Area Plan

LYNX Blue Line Extension
Transit Station Area Plans Update



for

University City Boulevard Station
McCullough Station
JW Clay Boulevard/UNC Charlotte Station

Prepared by:
Charlotte-Mecklenburg
Planning
Department

Adopted by Charlotte City Council
May 11, 2015

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Community Development Policies

Character Area 1 - Character Area 11 and their accompanying pages for each policy area contain detailed maps that are specific to their location.

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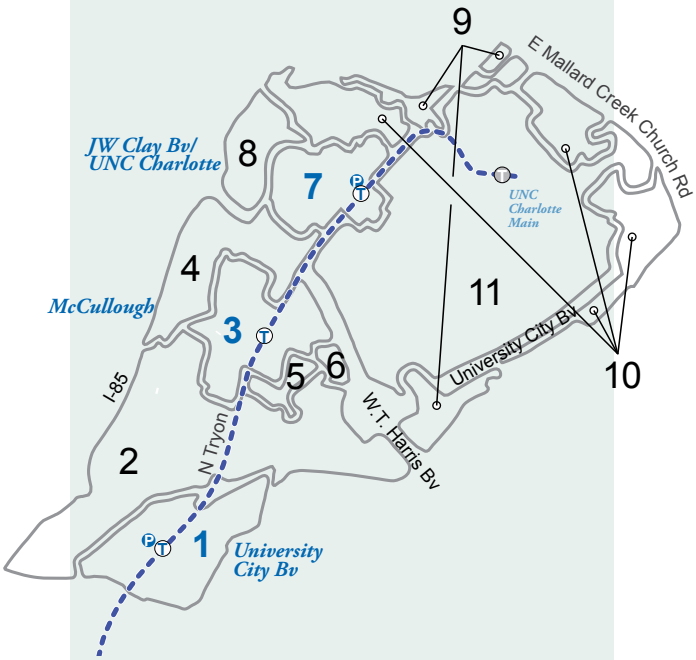
NOTE:

Community Development Policies

Character Area 1 - Character Area 11 and their accompanying pages for each policy area contain detailed maps that are specific to their location.

Character Areas



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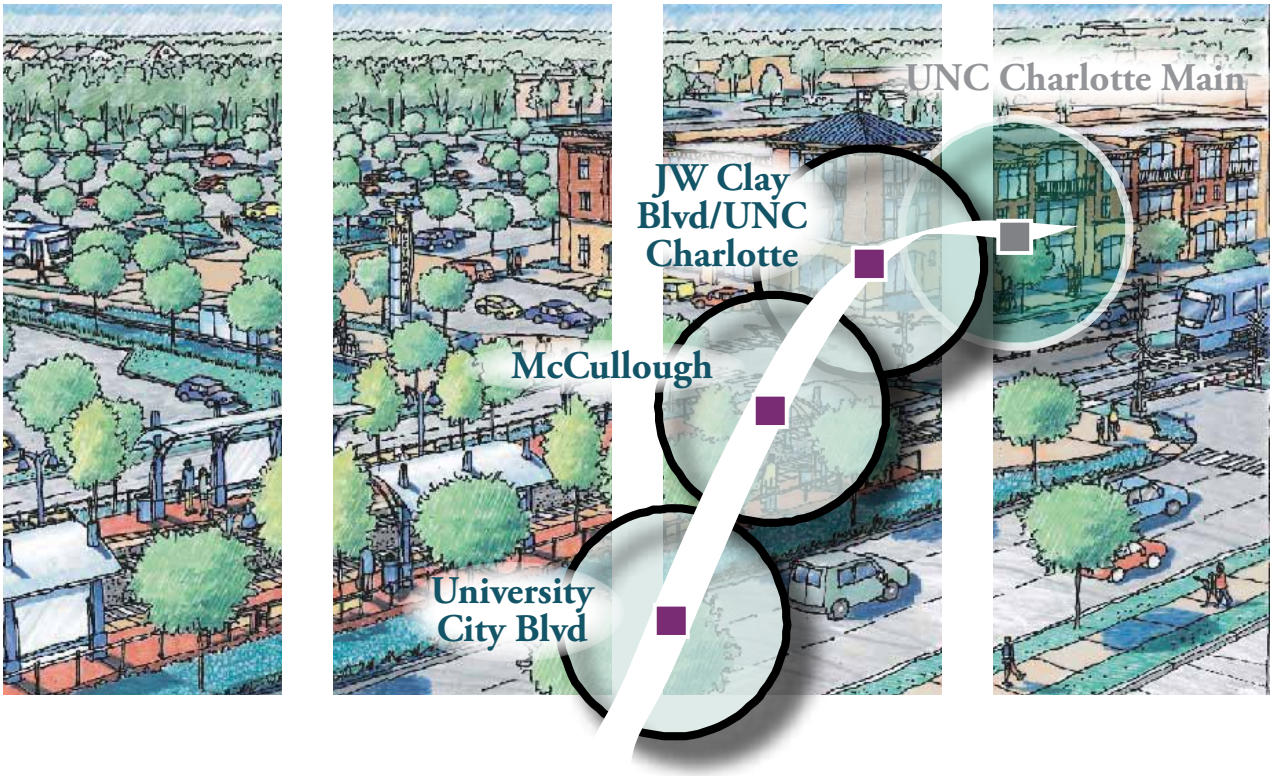

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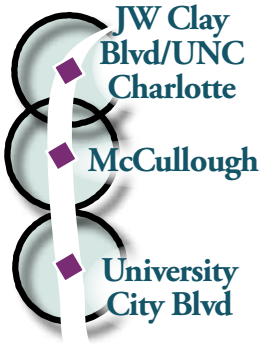
Plan Context

Purpose

This document establishes a vision and provides policy direction to guide future growth and development for three of the eleven Blue Line Extension (BLE) Light Rail Transit (LRT) stations – University City Boulevard, McCullough, and JW Clay Blvd./UNC Charlotte – and other areas adjacent to the University of North Carolina Charlotte main campus and Interstate 85. The first seven stations are addressed in the *Center City 2020 Plan* (2011) – 9th Street Station – and the *BLE Transit Station Area Plans* (2013) – Parkwood, 25th Street, 36th Street, Sugar Creek, Old Concord, and Tom Hunter. The station on the UNC Charlotte main campus is addressed by the *UNC Charlotte Campus Master Plan (2010)*.

Introduction

The Northeast light rail corridor will be a major driving force of change in the University City area. The vision and direction provided in this document is consistent with the *Centers, Corridors, and Wedges Growth Framework* (updated 2010). Once adopted, this plan will:

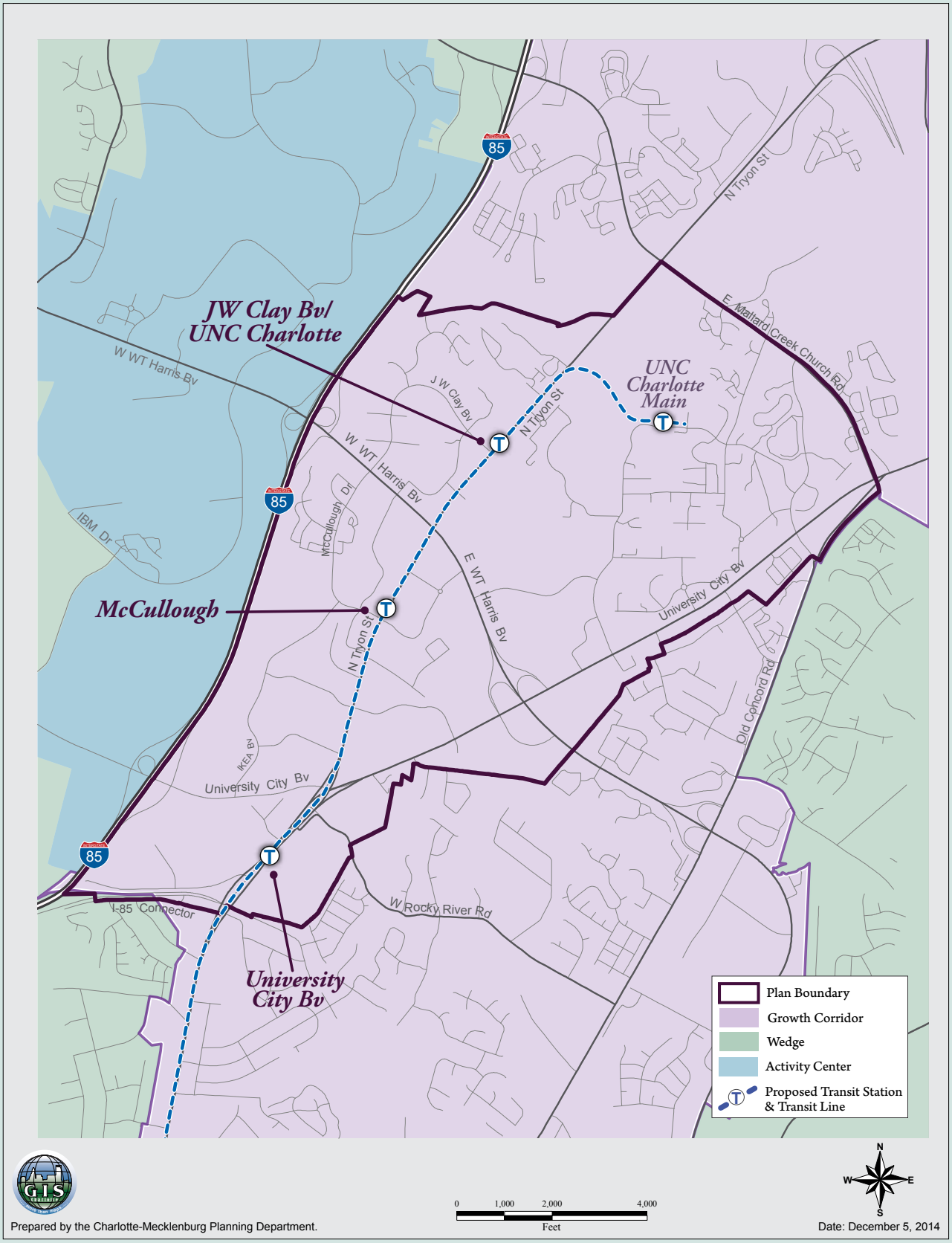


- Define the growth and development vision for the areas surrounding the University City Blvd., McCullough, and JW Clay Blvd./UNC Charlotte LRT stations, areas adjacent to the UNC Charlotte main campus, and interchange areas near I-85;
- Refine the boundaries for any portion of an Activity Center, Growth Corridor, and/or Wedge included in the plan area;
- Address key land use, transportation, community design, and development concerns identified through the planning process;
- Provide guidance for future land use design character, and infrastructure decisions;
- Function as the official Streetscape Plan.

Plan Boundary

For contextual purposes, the boundary covers an area larger than the (LRT) Transit Station Areas, defined as properties recommended for transit supportive development and generally located within ¼ or ½ mile walk distance of the University City Blvd., McCullough, and JW Clay Blvd./UNC Charlotte stations. These areas will be most influenced by – and have the ability to influence – the success of the LRT line. While the Transit Station Areas are the primary focus, this plan's major influencing factors including the UNC Charlotte main campus and the areas in close proximity to Interstate-85 interchanges.

Map 1: Plan Area Boundary



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Background

University City is in the heart of Northeast Charlotte. Its commercial core, which is the focus of this plan, is generally located north of the North U.S. 29 Bypass Highway, east of I-85, south of Mallard Creek Church Road and west of University City Boulevard (**Map 1**: Plan Area Boundary, page 3). In 2003, Charlotte City Council designated this commercial core as a Municipal Services District (MSD). An MSD allows for the taxation of property owners within the district's boundaries as a means of generating revenue to support enhanced services exclusively for the area.

The University of North Carolina Charlotte was first established as the Charlotte Center in 1946, offering evening classes on Charlotte's Central High School campus. In 1961, the school was moved to the area its main campus currently occupies in University City, and became the fourth school in North Carolina's state university system in 1965. Total enrollment as of October 2014 is 27,320 students and employment includes over 3,500 faculty and staff positions. UNC Charlotte is, and will continue to be, a major presence and influence in University City.

A new presence in University City is the future light rail line and four transit stations – University City Blvd., McCullough, JW Clay Blvd./UNC Charlotte and UNC Charlotte main campus. University City lies along the I-85 corridor and includes several major Charlotte area thoroughfares including University City Blvd., W.T. Harris Blvd., Mallard Creek Church Rd., and N. Tryon St. Much of the existing development patterns are designed to accommodate the automobile. For example:

- Large surface parking lots with little pedestrian connectivity,
- Auto-oriented uses such as gas stations and drive-through restaurants, and
- Strip commercial development along major roads

Between 1980 and 2010, Charlotte grew from the 47th to the 17th most populous city in the United States.

The BLE will provide new alternatives for moving around University City and likely influence future development patterns, especially around the transit stations. The recent adoption of the *Blue Line Extension Transit Station Area Plans* (2013) is a key step in promoting continued growth and development in a way that helps achieve our overall community vision, consistent with the *Centers, Corridors and Wedges Growth Framework* (updated 2010). This plan recommends changes to the development pattern around stations along the LYNX Blue Line Extension.

Growth Framework

Since the 1980s, Charlotte has been one of the nation's fastest growing urban areas in the country. Between 1980 and 2010, Charlotte grew from the 47th to the 17th most populous city in the United States. By 2035, it is projected that Charlotte will gain another 300,000 residents and 320,000 jobs. Charlotte's future will be defined by its ability to effectively accommodate this anticipated population and employment growth.

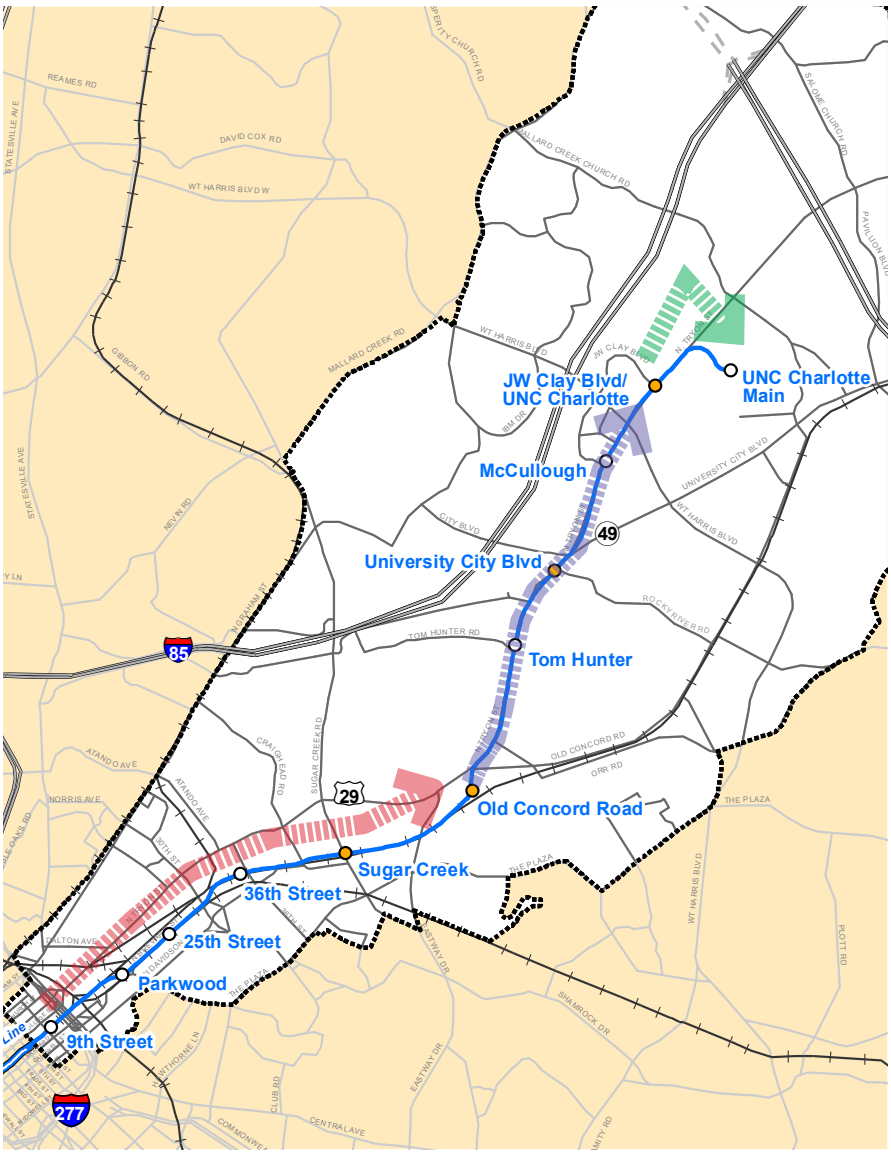
The City of Charlotte has adopted citywide plans and policies that are intended to guide future growth and development patterns. The policies in documents such as Centers, Corridors, and Wedges (2010) and General Development Policies (2003 and 2007) are supplemented by the policies in this University City Area Plan that are specific to this area. More information about citywide plans and policies can be found in *Volume 4, Adopted Plans and Policies*, page 121.

UCAP/BLE

Introduction

The Light Rail Transit (LRT) Line

The existing LYNX Blue Line is the Charlotte region's first light rail service and is a part of the City's 2030 Transit System Plan. It is 9.6 miles long and operates from I-485 at South Boulevard to Uptown Charlotte. With 15 stations including seven park and ride locations, the LYNX Blue Line provides a congestion free commute with a consistent travel time. The extension of the LRT line will operate along a 9.4 mile route connecting Center City, University City, and UNC Charlotte. The alignment generally parallels existing Norfolk Southern/North Carolina Railroad lines to the median of US 29/N. Tryon St., as shown below.



- From Uptown through the Old Concord Road area, *the light rail will operate within the NS/ NCRR right of way.*
- From the Old Concord Road area to JW Clay Blvd./ UNC Charlotte, *the light rail will operate in the median of US 29/ North Tryon Street.*
- From JW Clay Blvd./UNC Charlotte area to Charlotte main campus, *the light rail will operate on new alignment onto the UNC Charlotte campus.*

UCAP/BLE

There was great community interest and involvement throughout the development of the plan.

Plan Development and Adoption Process

The *University City Area Plan/LYNX Blue Line Extension Transit Station Area Plans Update*, prepared by a City of Charlotte interdepartmental team led by the Planning Department, is based on input from area residents, property owners and developers, as well as University City Partners, consultant studies, and technical analysis. This effort included several public meetings, as well as many one-on-one meetings and other communication with property owners, developers, neighborhood leaders and other interested stakeholders.

The final plan was presented to and reviewed by the general public. The Planning Committee of the Charlotte-Mecklenburg Planning Commission and Transportation and Planning Committee of Charlotte City Council considered the plans and forwarded their recommendations to the Charlotte City Council for final review and consideration for adoption.

Input is collected via electronic options, meetings, phone calls, and other means. The December 2013 kickoff workshop participants, shown above, shared their understanding of issues to help clarify the vision and goals.

Plan Organization

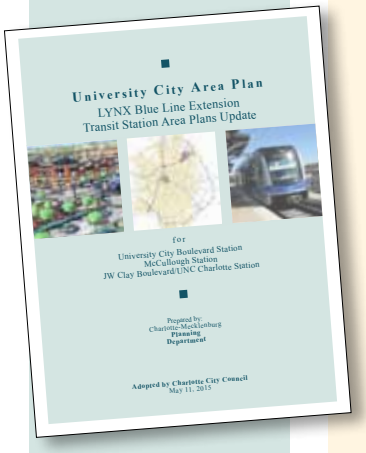
The document is organized into chapters that,

- Provide an overview of the plan area and identify opportunities and constraints to achieving the community's objectives for the plan area, especially in the transit station areas;
- Propose a vision for the future of the plan and make recommendations to move towards that vision; and
- Identify actions to be taken to implement the recommendations.

Volume 1: Introduction familiarizes the reader with pertinent information. The plan area analysis, vision and recommendations are part of *Volume 2: Concept Plan*. *Volumes 1 and 2* of the document are adopted by City Council and are City policy. The action items to implement the recommendations can be found in *Volume 3: Implementation Guide*. Volume 3 is not adopted by City Council; rather it is used to guide staff efforts to implement the Concept Plan. Previously adopted plans and policies which are used to guide city and area-wide growth patterns are summarized in *Volume 4: Adopted Plans and Policies.* An overview of existing conditions is found in *Volume 5: Appendix (existing conditions).*

UCAP/BLE

Concept Plan
Plan Structure



Plan Structure

Volume 1: Introduction

The Introduction states the purpose of this plan and provides background information.

Volume 1: Introduction contains the plan boundary, general background information about the area, and a brief description of the adoption process.

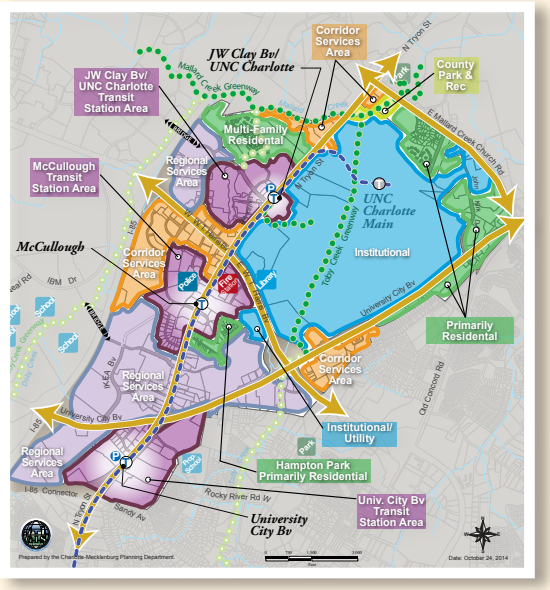
Volume 2: Concept Plan

The Concept Plan is adopted by Charlotte City Council and becomes City policy.

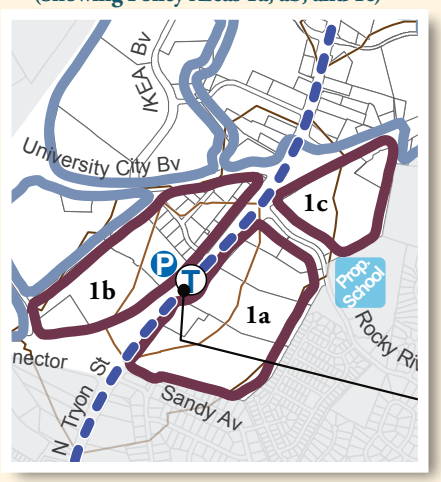
The *Volume 1: Concept Plan* is adopted by City Council as a policy guide for future decision making. It contains the plan purpose, vision statement, goals and policies. A series of four maps follows this section:

The **Character Area Map** (**Map 2**, page 15) illustrates eleven Character Areas, identified by similar existing development, land uses, and mobility elements. The Concept Map is intended to be a general indication of desired development patterns and major transportation networks. Each Character Area has a unique vision statement that guides specific policies for future development and supports the overall goals of the University City Area Plan.

Character Area Map



Policy Area Map
(Showing Policy Areas 1a, ab, and 1c)



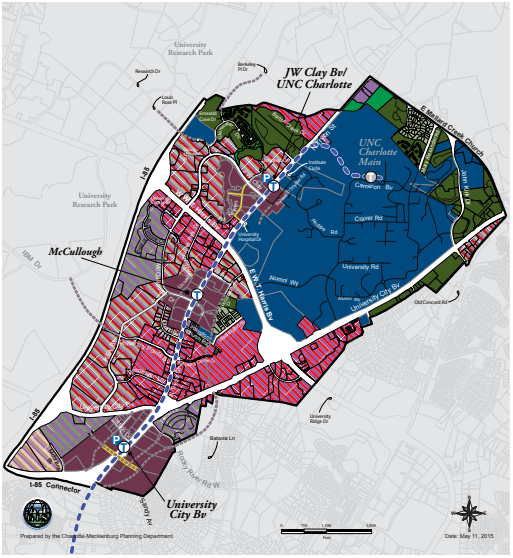
The **Policy Area Map** (**Map 3**, page 16) shows the breakdown of the Character Areas into twenty-three (23) Policy Areas, identified by existing and potential development patterns, natural features, and transportation connectivity. (A close up of Policy Areas 1a, 1b, and lc are shown at left. See page 21.) Each Policy Area has several unique Community Development Policies related to Land Use, Community Design, Mobility, and Open Space. These are used to guide decision making related to future development and establish a clear vision for the community.

UCAP/BLE

Concept Plan
Plan Structure

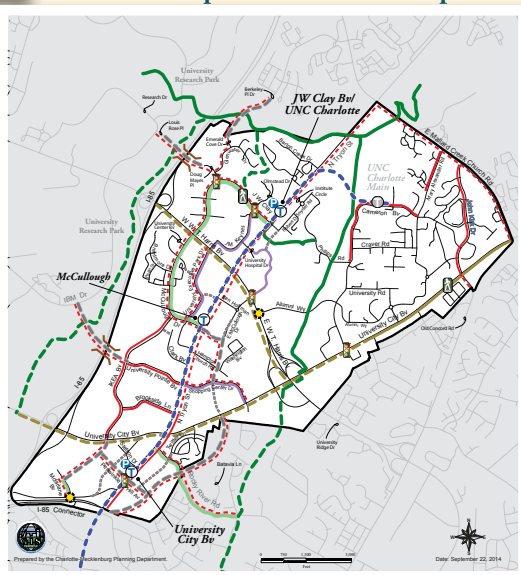
Specific policies and recommendations to achieve the form and desired character of each station area are detailed in the **Community Development** *section.*

Recommended Future Land Use Map



The **Recommended Future Land Use Map** (**Map 4**, page 17) is the official adopted land use map for this area (once adopted by City Council). The adopted land use is supplemented by specific Community Development Policies contained within the following sections for each Policy Area.

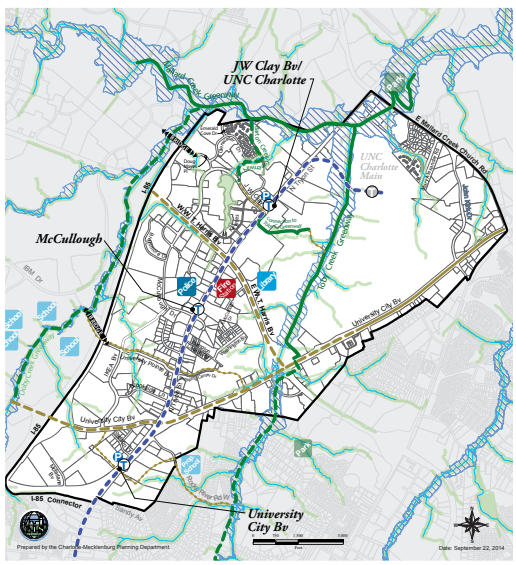
Future Transportation Network Map



The **Future Transportation Network Map** (**Map 5**, page 18) identifies critical street, sidewalk, bike lanes, pathways and other connections to improve the overall transportation network within the plan area.

These improvements are additionally described within the Community Development Policies under the corresponding Policy Area and in the Transportation section, beginning on page 84.

Public Facilities and Environmental Features Map



The **Public Facilities and Environmental Features Map** (**Map 6**, page 19) identifies stream buffers, floodplains, greenways, and overland connectors that make up an environmental network in the area. Specific policies relating to these features are included under the corresponding Community Development Policies for each area and in the Natural Environment section, beginning on page 103.

UCAP/BLE

Concept Plan
Plan Structure

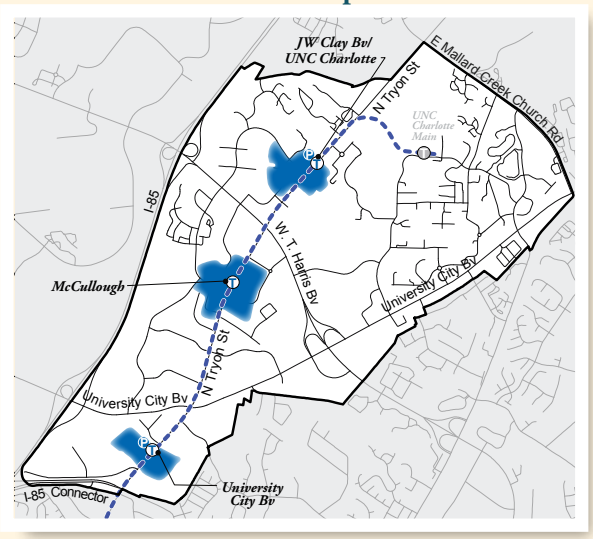
The core areas occur at each station in the plan boundary;

- *University City Bv*
- *McCullough;*
- *JW Clay Bv/ UNC Charlotte*

Cores

The "core" of the each transit station area is identified as being generally within 1/4 mile walk distance of the transit station. This 1/4 mile walk distance assumes an expanded street network through future development, subject to the subdivision ordinance and recommendations established in this plan. These are key areas for compact, pedestrian-oriented, intense future development to support an around-the-clock district at these nodes. The core is identified with a blue shaded area on the Future Transportation Network map in applicable Policy Areas (beginning on page 22).

Cores Map



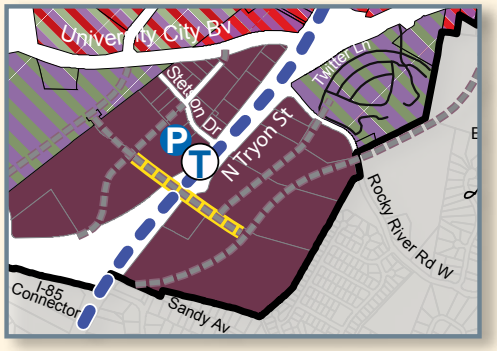
Community Development Policies

Each of the 23 Policy Area pages begin with a series of three maps:

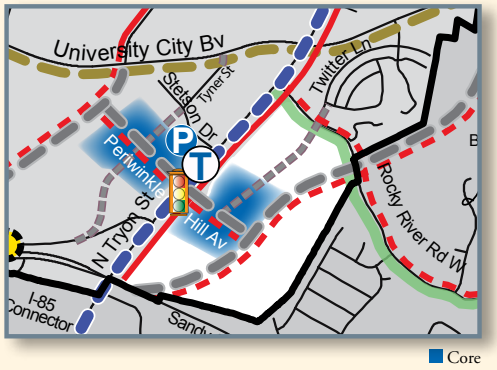
- Recommended Future Land Use Map
- Future Transportation Network Map (Core will be shown on this map if applicable.)
- Public Facilities and Environmental Features Map

These small vignette maps show the same information as found on the larger maps on pages 17, 18, and 19. However, the vignettes focus on the individual Policy Area and highlight features that relate to the policies listed in the accompanying policy table. Community Development Policies begin on page 20.

Recommended Future Land Use Map

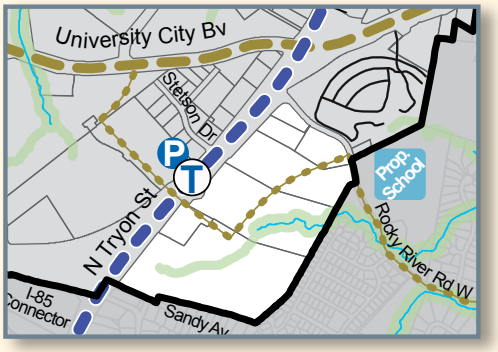


Future Transportation Network Map



Core

Public Facilities & Envir. Features Map



UCAP/BLE

Concept Plan
Plan Structure

Document sections:

- ***Volume 1 :*** *Introduction*
- ***Volume 2 :*** *Concept Plan*
- ***Volume 3 :*** *Implementation Guide*
- ***Volume 4 :*** *Adopted Plans and Policies*
- ***Volume 5 :*** *Appendix (existing conditions)*

Transportation Policies, page 84, address future transportation improvements.

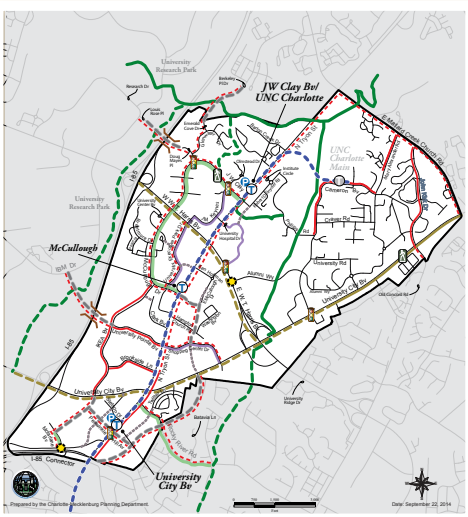
Street cross-sections follow. See page 89. For clarity (in order to show additional detail), the plan boundary area is divided into two areas - South Area (south of W.T. Harris and North Area (north of W.T. Harris).

Additional area-wide policies are included for:

Infrastructure and Public Facilities Policies, page 101.

Natural Environment Policies, page 103.

Future Transportation Network Map



Volume 3: Implementation Guide

The Implementation Guide is primarily used by staff to ensure public and private development achieves the defined vision.

Volume 3: 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. This section of the document is not adopted and is periodically updated by staff. Additional information related to future development along N. Tryon St. is also included in this section.

Volume 4: Adopted Plans and Policies

Adopted Plans and Policies are intended to guide city and area-wide future growth and development patterns.

Volume 4: Adopted Plans and Policies are intended to guide future growth and development patterns. *Centers, Corridors and Wedges Growth Framework* (updated 2010) and *General Development Policies* (2003 and 2007) are supplemented by the policies in this University City Area Plan that are specific to this area. More information about citywide plans and policies can be found in Volume 4, page 121.

Volume 5: Appendix (existing conditions)

The Appendix contains supporting background information.

Information in *Volume 5: Appendix (existing conditions)* is gathered throughout the planning process and contains existing conditions, market analysis data, and planned projects or improvements in the area. It is used to inform the process and develop recommendations.

UCAP/BLE

Glossary *of frequently used terms*

These definitions are intended to provide clarification for some terms that are frequently used throughout this document and to provide context to the University City Area Plan.

Amenity Zone – A hardscaped extension of the sidewalk to the back-of-curb that is typically used instead of, in addition to, or alternating with, a planting strip. The purpose of these areas is to enhance the pedestrian experience by providing additional buffers between traffic and the sidewalk, and to create visual interest.

Civic/Institutional – Civic and institutional uses are considered to include cultural, educational, medical, governmental, religious, athletic, and other similar types of uses that are generally open to the public. Large scale churches and day cares (as defined by the zoning ordinance) should typically be located on thoroughfares and provide a physical transition to existing neighborhoods by way of building height and landscaping. Large scale residential institutional uses are most appropriate in transit station areas and/or on a major thoroughfare, and should adhere to any multi-family community design guidelines for that Policy Area. Jails, prisons, and landfills are not typically appropriate within this plan area.

Community Development Policies - For the purposes of this plan, these include the specific policies for each Policy Area related to Land Use, Community Design, Mobility, and Open Space. They are supplemental to city- or area-wide policies. Community Development Policies can be found on pages 20 to 83 of this document.

Core Transit Station Area – The "core" of the each transit station area is identified as being generally within ¼ mile walk distance of the transit station. This ¼ mile walk distance assumes an expanded street network through future development, subject to the subdivision ordinance and recommendations established in this plan. These are key areas for compact, pedestrian-oriented, intense future development to support an around-the-clock district at these nodes. The core is identified with a blue shaded area on the Transportation Network map in applicable policy areas (beginning on page 22).

Cross Charlotte Trail – This proposed project is a 26-mile pedestrian and bicycle trail from Pineville to the UNC Charlotte area, connecting existing segments of Mecklenburg County greenways with additional trails to be built by both Mecklenburg County and City of Charlotte.

Dwelling Units Per Acre (DUA) - Indicates the minimum or maximum number of dwelling units permitted on each acre of land. These refer to both single-family and multi-family units.

Greenway – A greenway is a vegetated natural buffer that improves water quality, reduce the impacts of flooding, and provide wildlife habitat. They provide recreation, transportation, fitness, and economic benefits.

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Concept Plan
Glossary

Hotels/Motels – Hotels and motels are generally considered as retail uses that provide temporary housing for rent. This plan identifies where they are most appropriate in the Land Use and Development policies of this plan. They may also be considered in retail areas when not specifically referenced.

Mid-block Crossing – A mid-block crossing is a location between intersections where a marked crosswalk has been provided.

Multi-use Path – A bi-directional, hard-surfaced path physically separated from motor vehicle traffic intended for use by pedestrians and bicyclists.

Multi-use Trail – This type of facility typically falls within a greenway corridor and provides a clearly marked trail. In the case of University City, primary users are anticipated to be pedestrians and bicyclists. Some areas of the trail may be paved where others may remain more natural.

Overland Connector – A pedestrian and bicycle facility that provides connections between existing and future Mecklenburg County greenways via sidewalks and/or multi-use paths to create a network.

Pedestrian Hybrid Beacon – A pedestrian hybrid beacon is a signal used to warn and control traffic at a mid-block marked crossing in order to assist pedestrians in crossing the street.

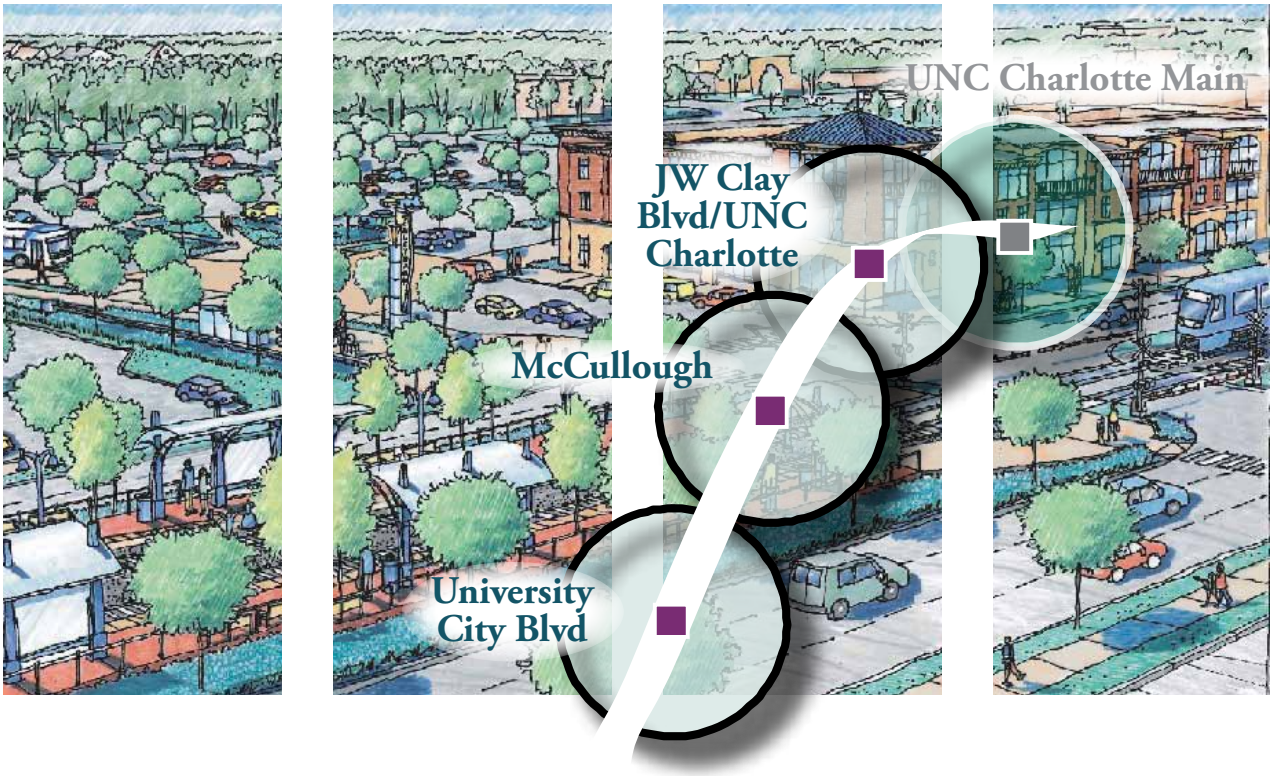
Promenade – This type of facility is generally defined as a paved walk, typically along a waterfront. In this plan, the promenade refers to the clearly defined pedestrian pathway, currently existing generally from JM Keynes Dr. to the northeast side of the lake in University Place development, connecting to the boardwalk.

Transit Oriented Development – Transit oriented development focuses on creating compact neighborhoods with housing, jobs, shopping, community services, and recreational opportunities within easy walking distance (i.e. within ½ mile) of a transit station. The intent is to create well designed, very livable communities where people can get from home to such places as the office, grocery store, day care center, restaurant, dry cleaner, library or park without using a car. Transit oriented development policies provide direction for developing and redeveloping property around rapid transit stations in a way that makes it convenient for many people to use transit. Such policies focus on land uses, mobility, and community design.

UNC Charlotte Campus Master Plan (2010) – The UNC Charlotte main campus is one of the largest presences in the University City Area in terms of land area and population. As a North Carolina state institution, land development activities are governed by the campus rather than local zoning ordinances. Therefore, this area plan does not address land use, mobility, or design for the campus. The University City Area Plan seeks to provide continuity and compatibility between the campus and surrounding areas. The Campus Master Plan addresses future building sites, open space networks, parking locations, and improvements to pedestrian, vehicular, and service circulation. The UNC Charlotte Campus Master Plan is available online.

http://masterplan.uncc.edu/

Volume 2: Concept Plan



UCAP/BLE

Concept Plan
Vision and Goals

Plan Vision and Goals

VISION: University City will be transformed into a distinct and vibrant place that is urban in scale and design. It will be energized by the highly successful Blue Line Extension (BLE) Light Rail Transit (LRT) line that will operate along the N. Tryon St. corridor and will be a popular and accessible destination for people of all ages, income levels, and backgrounds, offering diverse and unique choices for living, shopping, working, learning, and enjoying leisure time.

The Blue Line Extension Transit Station Areas, from uptown Charlotte onto the UNC Charlotte main campus, will become a series of vibrant, sustainable, and accessible destinations along the Northeast Corridor.

Vibrant Seek to provide a balanced mixture of uses that create safe, dynamic, urban places that will be accessible to a wide variety of people.

Sustainable Seek innovative ways to better nurture natural, economic, and social systems and resources for today and future generations.

Accessible Maximize the use of the existing local and regional street connections to provide a high level of mobility and multi-modal access for all people in a safe, easy, and convenient manner.

Destination Serve as activity nodes for adjacent neighborhoods, connecting people from all parts of the Charlotte community.

The vision and goals were identified during the planning process. The recommended plan policies when implemented will assure that the vision and goals are achieved.

GOALS: To achieve the vision of creating a vibrant, people-oriented destination in Charlotte and create dense, high quality nodes along the BLE, the following goals have been identified and include many of the adopted City policies discussed in *Volume 4: Adopted Plans and Policies* within this document:

- **Land Use:** Accommodate higher intensity uses that support the various transportation systems throughout the Corridor, while protecting the fabric of residential neighborhoods and providing opportunity for housing choices.
- **Community Design:** Create a high quality urban environment by enhancing the identity of University City and the Transit Station Areas within it, creating attractive streetscapes, building on the synergy of public infrastructure investments.
- **Mobility:** Improve the accessibility and capacity of the transportation network by removing barriers to pedestrian, transit, bicycle, and vehicular mobility to increase connectivity.
- **Open Space:** Encourage preservation of natural features with context sensitive design features and provide accessibility to public open space.
- **Transportation:** Identify necessary improvements to the existing transportation network and complement it with new connections and elements consistent with city-wide policies.
- **Infrastructure and Public Facilities:** Plan for and provide the infrastructure and public facilities needed to support growth in the Corridor.
- **Natural Environment:** Improve the quality of the natural environment in the University City area, while continuing to accommodate growth by replenishing the tree canopy, reducing stormwater runoff, and remediating contaminated sites.

These goals serve as the basis for the recommendations in the chapters that follow.

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CONCEPT PLAN

Map 2: CHARACTER AREA MAP

Character Area Boundaries

- Transit Station Area
- Regional Services Area
- Corridor Services Area
- Hampton Park/ Primarily Residential
- Institutional/Utility
- Mecklenburg County Park and Recreation Owned Land

Current and Future Amenities

- Proposed Light Rail Station and Corridor
- Proposed LYNX Park and Ride
- *Proposed UNC Charlotte Main Light Rail Station is not included in this update*
- Existing Major Street
- Proposed Bridge
- Existing Stream/Creek
- Existing Multi-Use Trail
- Proposed Multi-Use Trail
- Existing Public Facility Site

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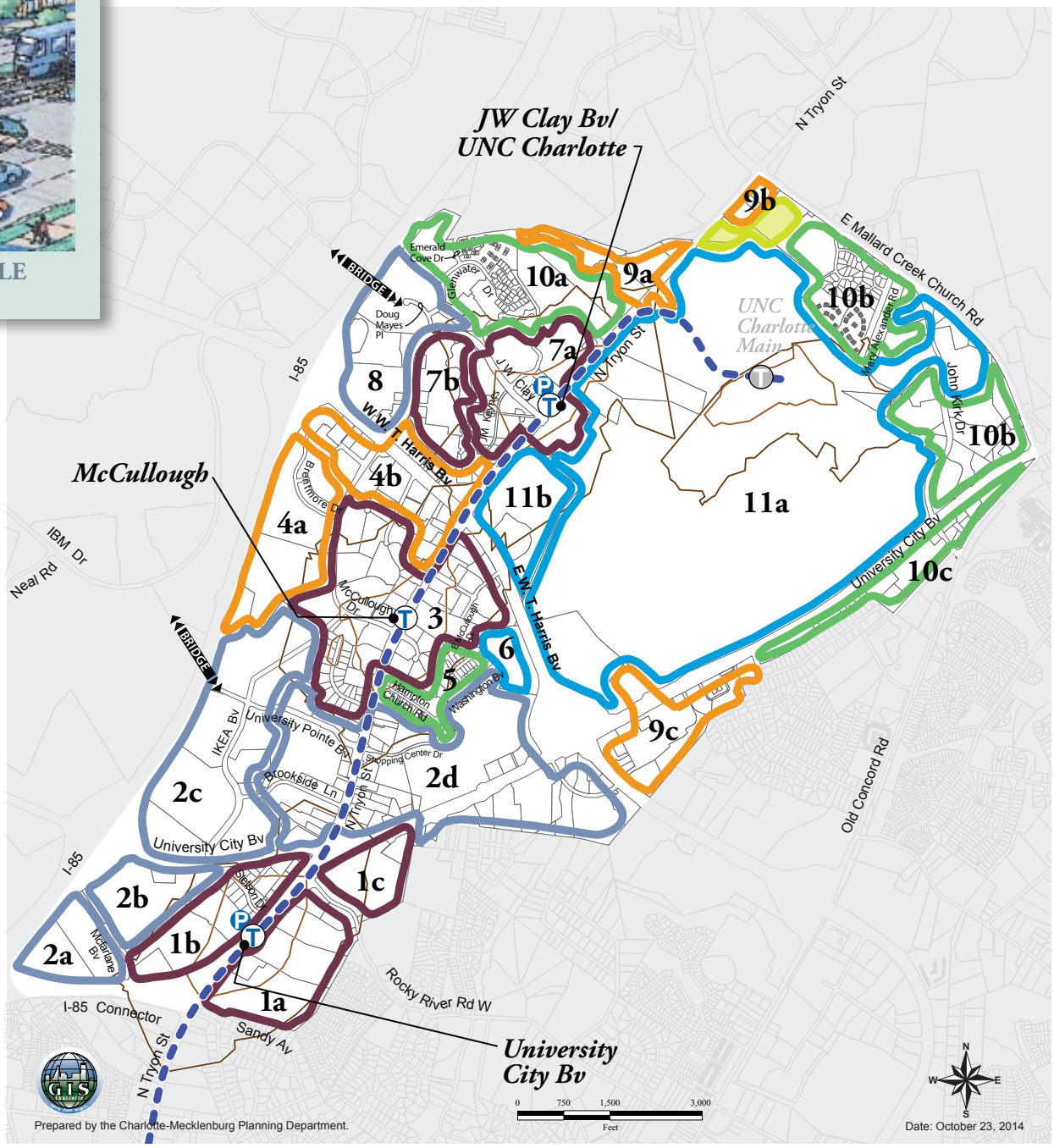
CONCEPT PLAN

Map 3: POLICY AREA MAP



Policy Area Boundaries

- Transit Station Area
- Regional Services Area
- Corridor Services Area
- Hampton Park/ Multi-Family Residential
- State Owned Land
- Mecklenburg County Park and Recreation Owned Land

Current and Future Amenities

- Proposed Light Rail Station and Corridor
- Proposed LYNX Park and Ride
- *Proposed UNC Charlotte Main Light Rail Station is not included in this update*
- 1/4 Mile Walking Distance
- 1/2 Mile Walking Distance

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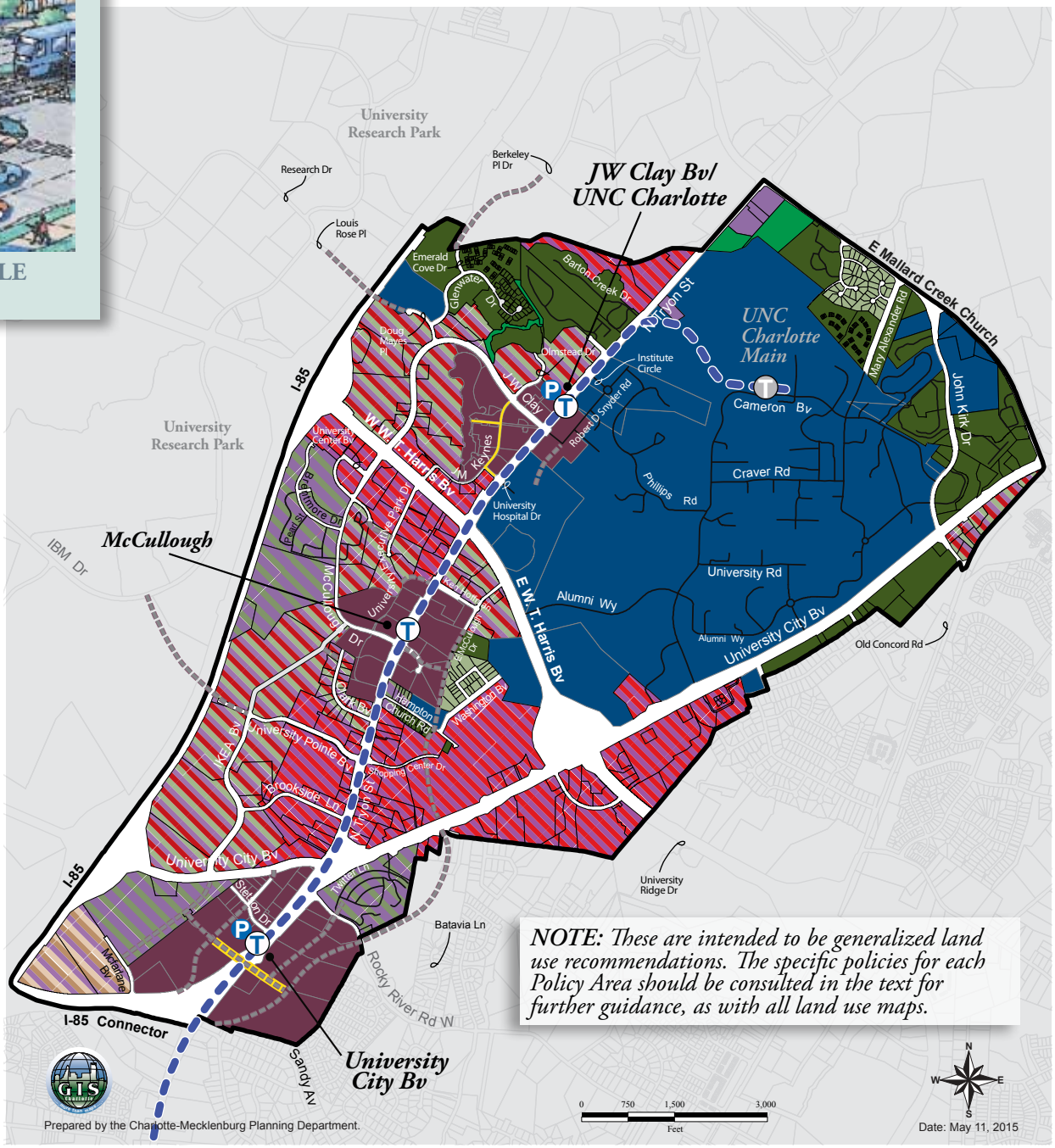
CONCEPT PLAN

Map 4: RECOMMENDED FUTURE LAND USE MAP



Recommended Future Land Use

- Residential <= 8 DUA
- Residential <= 22 DUA
- Institutional
- Office
- Park/Open Space
- TOD - Mixed
- Residential/Office
- Residential/Office/Retail
- Office/Retail
- Office/Industrial-Warehouse-Distribution
- Private Streets
- Ground Floor Retail
- Proposed New Street
- Proposed Light Rail Station and Corridor
- Proposed LYNX Park and Ride
- *Proposed UNC Charlotte Main Light Rail Station is not included in this update*

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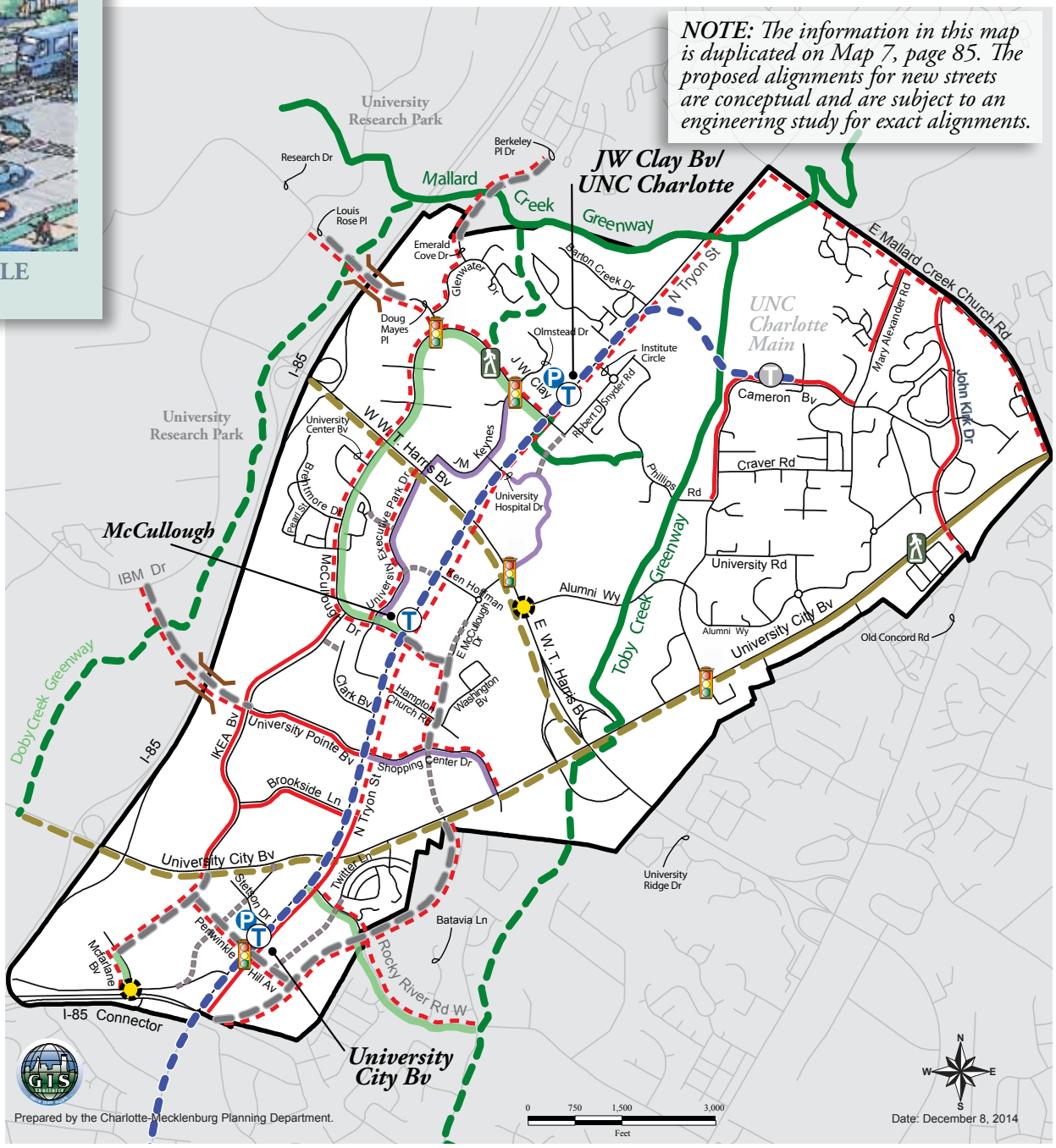
CONCEPT PLAN

Map 5: FUTURE TRANSPORTATION NETWORK MAP

NOTE: The information in this map is duplicated on Map 7, page 85. The proposed alignments for new streets are conceptual and are subject to an engineering study for exact alignments.



Transportation Projects

- Proposed Local Street
- Proposed Avenue
- Existing Bicycle Lane
- Proposed Bicycle Lane
- Proposed Upgraded Street
- Proposed Streetscape
- Proposed Multi-Use Path
- Existing Multi-Use Path
- Proposed Median Opening
- Potential Signalized Intersection
- Proposed Pedestrian Hybrid Beacon
- Proposed Bridge
- Existing Greenway
- Proposed Greenway
- Proposed Light Rail Station and Corridor
- Proposed LYNX Park and Ride
- *Proposed UNC Charlotte Main Light Rail Station is not included in this update*

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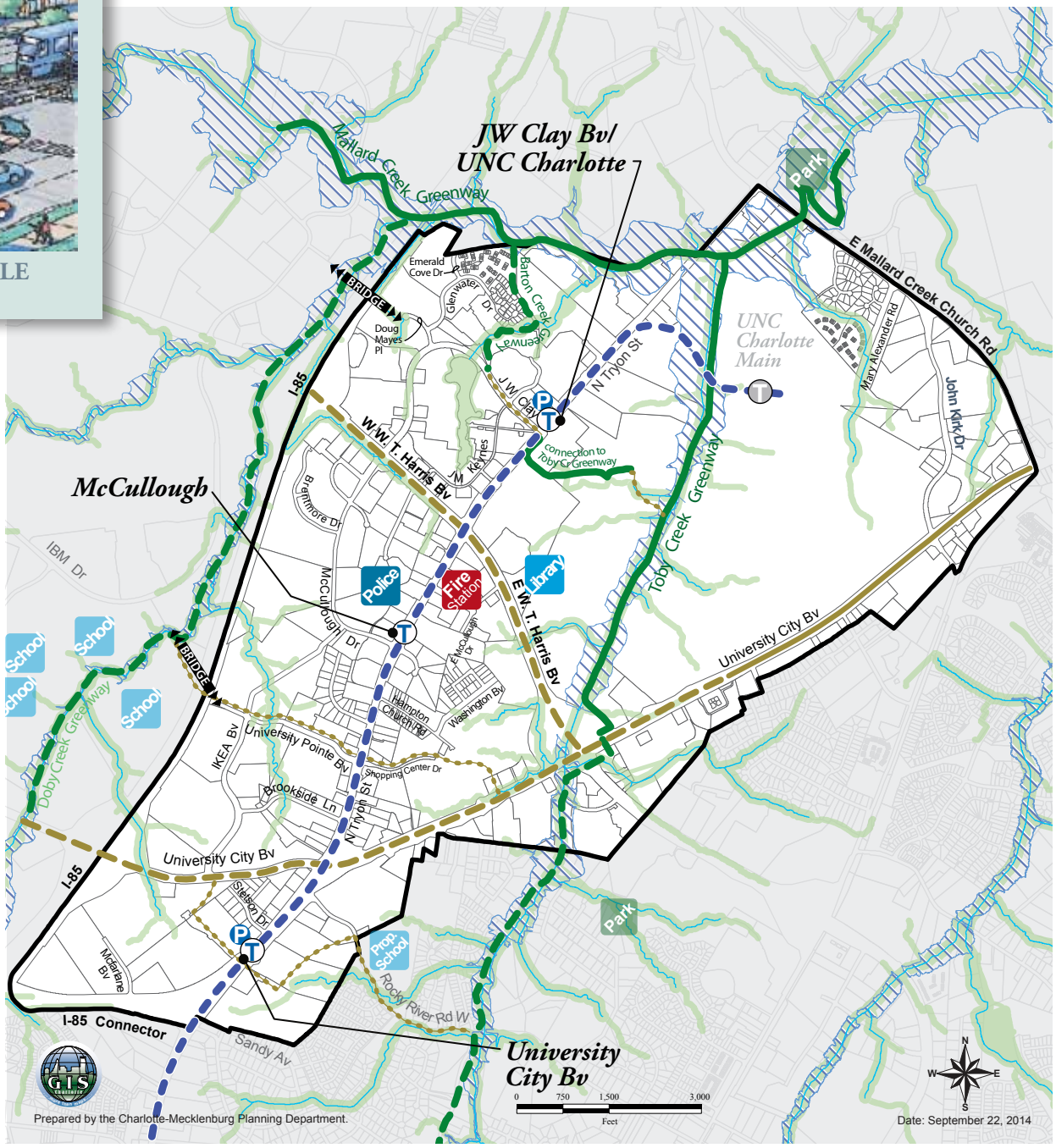
CONCEPT PLAN

Map 6: PUBLIC FACILITIES AND ENVIRONMENTAL FEATURES MAP



Current and Future Amenities

- Existing Greenway
- Proposed Greenway
- Existing Multi-Use Path
- Proposed Multi-Use Path
- Overland Connector
- Proposed Bridge
- Stream Buffers
- FEMA 100 Year Floodplain
- Existing Public Facility Site
- Proposed Light Rail Station and Corridor
- Proposed LYNX Park and Ride
- *Proposed UNC Charlotte Main Light Rail Station is not included in this update*

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Community Development Policies

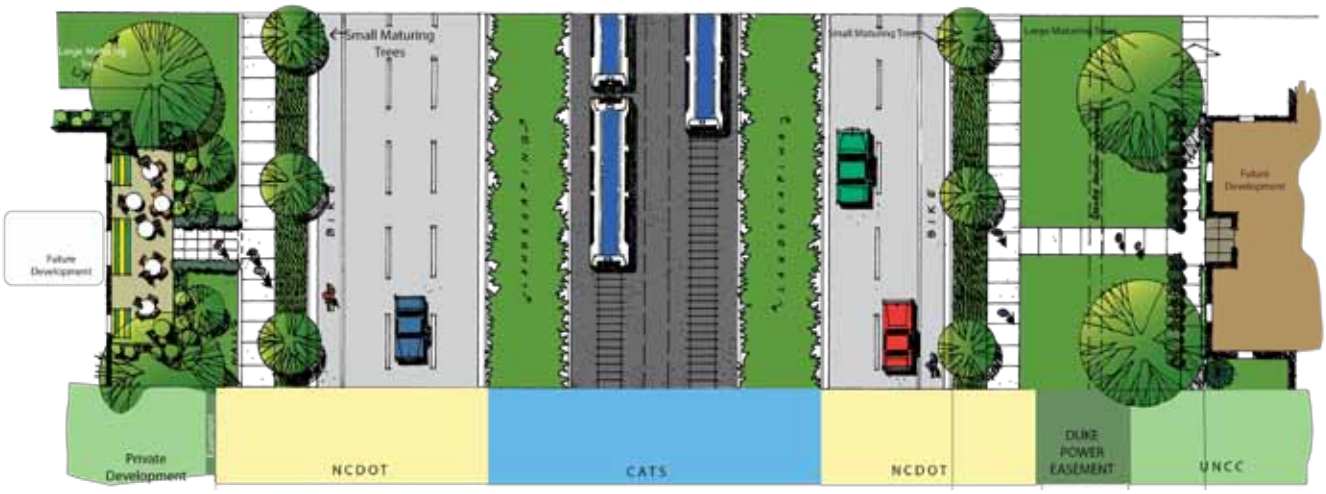
Introduction

In addition to the Vision and Goals set forth within the University City Area Plan, each Character Area has a unique vision statement to facilitate guidance for future development. The Character Area descriptions provide insight into current conditions and identification of opportunities and constraints. The vision and review of existing conditions help to inform specific policies for each of the Policy Areas. This section of the plan provides unique Community Development Policies for each of the twenty-three (23) Policy Areas, addressing the following:

- Land Use
- Community Design
- Mobility
- Open Space

General policies that apply to development throughout the plan area are provided in subsequent sections. They supplement the unique policies listed within each Policy Area and should be an additional reference for future decision making. These policies can be found in the following locations within this document:

- Transportation Policies, page 84 and street cross-sections, page 89
- Infrastructure and Public Facilities Policies, page 101
- Natural Environment Policies, page 103



The light rail and transit stations will be built in the median of N. Tryon St. in University City and create significant physical changes along the corridor. The N. Tryon St. corridor will be a gateway for the University City Area and should have a cohesive appearance and feel, established with a consistent street tree line and building setbacks, among other characteristics, that create a distinct identity. (See additional guidance in Volume 3: Implementation Guide, page 115)

CHARACTER AREA 1

University City Boulevard Transit Station Area

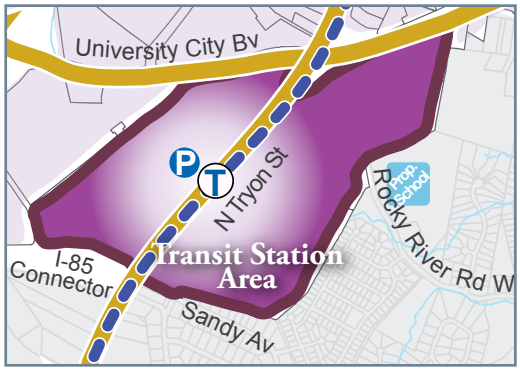
The University City Boulevard Transit Station Area is composed of three individual Policy Areas:

- Policy Area 1a – East side of N. Tryon St.
- Policy Area 1b – West side of N. Tryon St.
- Policy Area 1c – Rocky River Rd. and University City Blvd.

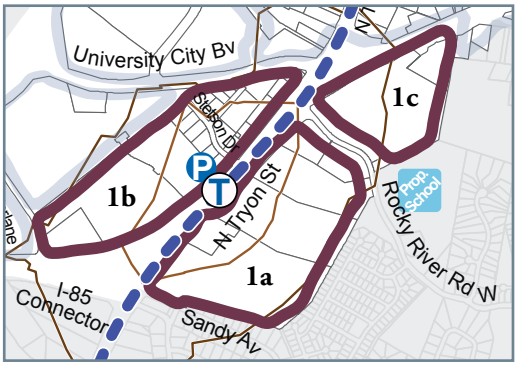
The University City Boulevard future transit station is a major gateway opportunity for University City as the first station approaching the plan area from center city Charlotte. The current undeveloped greenfield condition of several large parcels provides an opportunity for transformative development, potentially emerging into a new transit neighborhood. **This new neighborhood is envisioned to not only include a variety of housing choices, but also retail, services, and employment.** Future development within ¼ mile walk distance of the transit station on either side of N. Tryon St. should implement Transit Oriented Development zoning to support the future transit station.

Several projects including a CATS Park and Ride deck, new Charlotte-Mecklenburg elementary school location, and a large multi-family development project are within close proximity and should be tied to the transit station area with strong multi-modal connections and compatible land use and form.

Concept Plan



Policy Development Plan



Character Area 1 — Opportunities and Challenges

Opportunities

- Greenfield development
  - Large enough for a new neighborhood
  - Includes ample open space for future parks or networks
  - Large parcel ownership – fewer challenges for redevelopment or aggregation of properties
- Park and Ride facility as an impetus for service related retail
- Strategic location between two I-85 interchanges and a transit station

Challenges

- Lack of transportation network
- Environmentally sensitive land
- Retail pressures from surrounding areas
- Adjacent to single-family residential areas – need to be sensitive to character

Site of future CATS Park and Ride deck for the University City Boulevard Transit Station

Community Development Policies for Policy Area 1a

University City Boulevard Transit Station Area includes Policies 1a, 1b, and 1c

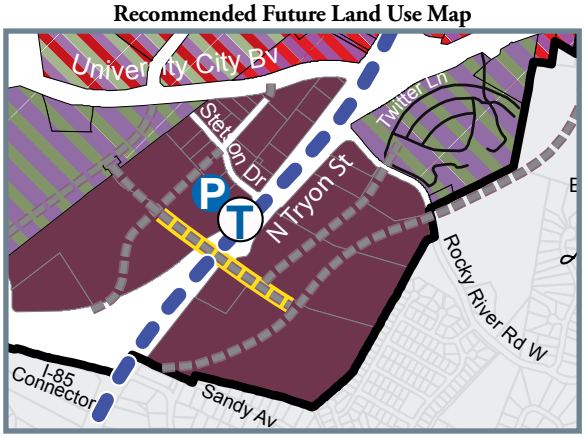
Policy Area 1a East side of North Tryon Street

Context: *Greenfield opportunity to create a new transit neighborhood, with housing choices, employment, community amenities, and retail services within an easy walk of the transit station.*

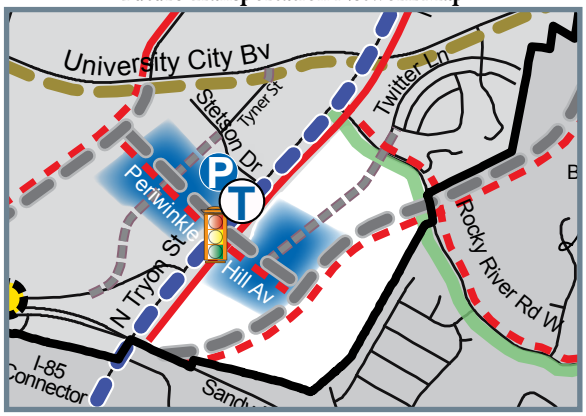
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

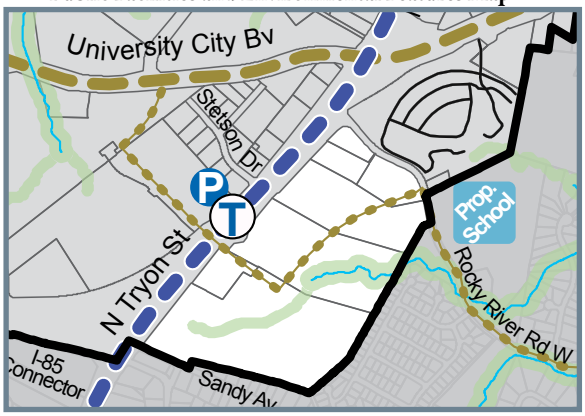
Recommended Future Land Use Map



Future Transportation Network Map ■ Core



Public Facilities and Environmental Features Map



1a Land Use and Development Policies

1. **The core of the transit station area (as defined on page 11 and shown in blue on the Future Transportation Network Map above) should be the most intensely developed part of the transit station area.** Development should include a mix of residential, office, hotels, civic, and/or retail uses. The ground floor of buildings on active retail streets (as indicated on the Recommended Future Land Use Map) should be activated primarily with retail and other commercial uses. Structured parking should be lined with active uses along the street. Commercial uses with drive-through facilities and/or gasoline pumps are not appropriate in the core of the transit station area.

2. **In areas outside of the core, but within approximately 500 feet of N. Tryon St., residential and office should be the primary uses.** Retail is only appropriate on the ground floor of residential and office buildings. These ground floor retail uses may include drive-through facilities only if they meet the Community Design criteria below (#5). Hotels are also appropriate. Structured parking should be lined with active uses along the street or screened from view from the street and sidewalk. Commercial uses with gasoline pumps are not appropriate the transit station area.

3. **Development outside of the core and beyond approximately 500 feet of N. Tryon St. is appropriate for moderate to high density residential development** (8 to above 22 DUA). **Development in this area is encouraged to include a variety of housing options** (e.g. single family, duplex, triplex, quadraplex, multi-family, etc.). Retail services and offices are also appropriate if located on the ground floor of multi-family buildings. Structured parking should be lined with active uses along the street or screened from view from the street and sidewalk. Commercial uses with drive-through facilities or gasoline pumps are not appropriate in the transit station area.

Community Development Policies for Policy Area 1a

University City Boulevard Transit Station Area includes Policies 1a, 1b, and 1c

1a Community Design Policies

4. **Within the core of the transit station area (as defined on page 11 and shown in blue on the Future Transportation Network Map on page 22) buildings should be multi-storied and be placed at or near the back of the sidewalk, with a greater setback when needed to accommodate outdoor seating and display.** An uninterrupted building edge (with the exception of driveways and pedestrian paths) should be created along street frontages. All surface parking should be located to the rear of buildings and should not be visible from the sidewalk.

5. **In areas outside of the core, but within approximately 500 feet of N. Tryon St., buildings should be multi-storied and be placed at or near the back of the sidewalk.** Surface parking lots should be located to the rear or side of buildings. No more than 35% of a site's street frontage should be devoted to surface parking or driveway access.* Drive-through facilities may be appropriate if located on the interior of a parking deck and are designed to minimize conflicts with pedestrians. *(* refer to Volume 3: Implementation Guide for further guidance)*

6. **Development in areas outside of the core and beyond 500 ft. of N. Tryon St. should be sensitive to the character, views, and privacy of existing neighborhoods.** Base height adjacent to existing neighborhoods should be no greater than 4 stories and incrementally increase in height away from the neighborhood.* Buildings should be a minimum of 24' from the back of curb, including a front yard area of at least 8'. The front yard is not required for ground floor non-residential uses. Uses should be oriented to the street. Parking for single-family residential development should be to the side or rear of buildings. Surface parking lots should be located to the rear or side of multi-family and mixed use buildings. No more than 35% of a site's street frontage should be devoted to surface parking or driveway access.* *(* refer to Volume 3: Implementation Guide for further guidance)*

7. **Development should create a cohesive corridor along N. Tryon Street**, but building and landscaping placement will depend on retaining wall construction, easements, and location of right of way. See *Volume 3: Implementation Guide,* page 115, for more detailed information about development along N. Tryon St.

8. **Both residential and non-residential buildings should be designed to activate the public realm** (i.e. sidewalks, streets, parks, plazas, greenways, trails, and open space). Street level building activation will promote walking and cycling, thus enhancing the area's safety and security and contributing to better public health. The following are but a few of the ways to achieve ground floor activation of the public realm. Other methods may be equally or more appropriate based on unique site criteria, as long as they contribute toward this goal.
   a. **Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors** allowing access from the sidewalk.
   b. **Non-residential and multi-family building facades with architectural elements that will help distinguish the ground floor from upper stories.**
   c. **Building corners that feature prominent entrances and/or distinctive architectural design.**
   d. **Multi-family residential development with direct connections to the sidewalk**, preferably for ground floor units, where feasible. Ground floor residential units may have vertical and/or horizontal separation from the sidewalk for privacy or to address site issues.

9. **Buildings should be designed to avoid the appearance of having a long, continuous building wall and to break up visual mass and bulk.** Consider a combination of design techniques to achieve this including, but not limited to:
   a. **Façade modulation that provides variation in the building wall.**
   b. **Building mass separation** between all, or part, of a single building to create the appearance of multiple buildings.
   c. **Use of varying architectural styles, building heights, and/or roof pitches** to reduce the apparent size of a building.
   d. **Multi-family residential development with a variety of building mass, scale, and type** (e.g. townhomes, carriage houses, apartments, etc.).

Community Development Policies for Policy Area 1a

University City Boulevard Transit Station Area includes Policies 1a, 1b, and 1c

1a Mobility Policies

Refer also to general policies starting on page 84

10. **Provide a new street to the transit station (perpendicular to N. Tryon St.).** This critical connection provides the only signalized point of pedestrian access to the transit station and the area across N. Tryon St. Minimize the number of driveways along this street; access from local streets or shared alleys is encouraged. It should be designed as an avenue including on-street parking, bike lanes and wide sidewalks.

11. **Provide a new street parallel to N. Tryon St.** (between I-85 connector and Rocky River Rd. W). This street provides parallel connectivity along the N. Tryon St. corridor and supports new development opportunities. It should be designed as an avenue including bike lanes, wide sidewalks and on-street parking where warranted by adjacent land uses.

12. **Provide an additional new street parallel to N. Tryon St.** between Periwinkle Hill Ave. and Rocky River Rd. W, as an extension of Twitter Ln. It should be designed as a local street including wide sidewalks and on-street parking where warranted by adjacent land uses.

13. **Develop an interconnected network of local streets**, with typical block lengths of 400' to supplement the new streets described above.

1a Open Space Policies

Refer also to general policies starting on page 101

14. **Protect and enhance existing stream corridor as part of the overall open space system.** Create a trail within the stream corridor that connects from Rocky River Rd. to sidewalks and bike lanes in the core transit station area. The intent is to provide green space and access from the station south to the extension of Toby Creek Greenway.

15. **Areas should be planned and developed with an overall integrated open space system.** The intent is to provide at least 5% of the total area within Policy Area 1a as usable open space that is accessible to the public. (The open space referred to in this policy does not include required tree save areas.)

16. **In areas within the core and/or within approximately 500 feet of N. Tryon St.**, create an open space system that incorporates usable open space amenities such as plazas, courtyards, fountains, splash pads, outdoor seating, and recreation areas that are accessible to the public. Encourage consolidation of required open space.

17. **Development outside of the core and beyond 500 feet of N. Tryon St. should incorporate neighborhood park space** such as green space, playgrounds, and sports fields.

Set buildings along Periwinkle Hill Ave. back to accommodate outdoor seating and display, landscaping, and a comfortable pedestrian space. (Community Design policy 1a #4)

Residential buildings outside of the transit station area core should be oriented toward the street, but set back to accommodate a front yard area for residents' privacy. (Community Design Policies 1a #6 and #8)

Community Development Policies for Policy Area 1b

University City Boulevard Transit Station Area includes Policies 1a, 1b, and 1c

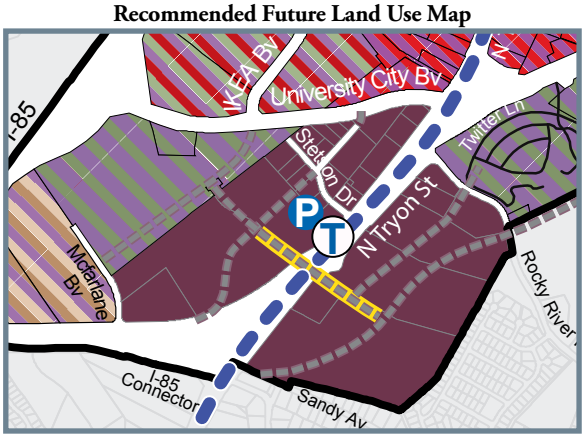
Policy Area 1b West side of N. Tryon St.

Context: *Greenfield site anchored by the station's parking deck, establishing the initial street framework for a range of transit-oriented uses.*

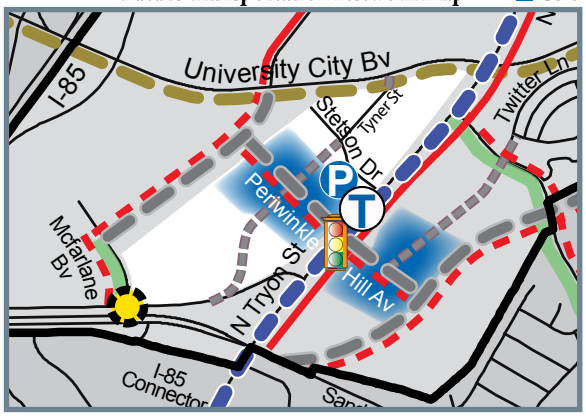
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

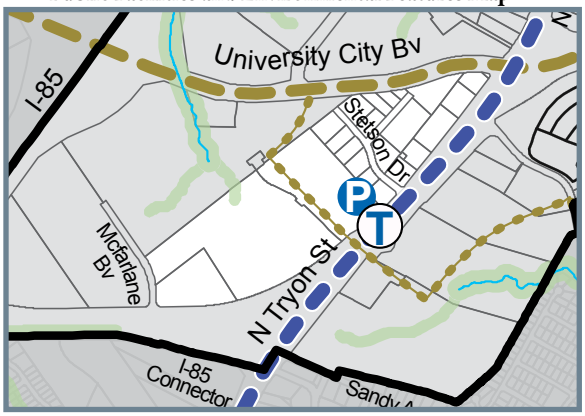
Recommended Future Land Use Map



Future Transportation Network Map ■ Core



Public Facilities and Environmental Features Map



1b Land Use and Development Policies

1. **The core of the transit station area (as defined on page 11 and shown in blue on the Future Transportation Network Map above) should be the most intensely developed part of the transit station area.** Development should include a mix of residential, office, hotels, civic, and/or retail uses. The ground floor of buildings on active retail streets (as indicated on the Recommended Future Land Use Map) should be activated primarily with retail and other commercial uses. Structured parking should be lined with active uses along the street or screened from view from the street and sidewalk. Commercial uses with drive-through facilities and/or gasoline pumps are not appropriate in the core of the transit station area.

2. **In areas outside of the core, existing businesses are anticipated to remain in the near term.** Over time, properties should be redeveloped with a mix of residential, office, retail, and civic/institutional uses. To ensure the area remains economically viable as it awaits redevelopment, a limited expansion of existing buildings may be appropriate.* Ground floor retail uses may include drive-through facilities only if they meet the Community Design criteria below (#4). Structured parking should be lined with active uses along the street or screened from view from streets and sidewalks. Commercial uses with gasoline pumps are not appropriate in the transit station area. *(* refer to Volume 3: Implementation Guide for further information)*

1b Community Design Policies

3. **Within the core of the transit station area (as defined on page 11 and shown in blue on the Future Transportation Network Map above) buildings should be multi-storied and be placed at or near the back of the sidewalk, with a greater setback when needed to accommodate outdoor seating and display.** Minimize the number of driveways along streets and create a visually cohesive block with the placement of buildings and open space amenities. All surface parking should be located to the rear of buildings and should not be visible from the sidewalk.

Community Development Policies for Policy Area 1b

University City Boulevard Transit Station Area includes Policies 1a, 1b, and 1c

4. **In areas outside of the core, buildings should be multi-storied and be placed at or near the back of the sidewalk.** Surface parking should be located to the rear or side of buildings, and not between the building and the street. Not more than 35% of a site's street frontage should be devoted to surface parking or driveway access.* Uses should activate the street with appropriate building orientation, accessible entrances, and space for outdoor seating and display near the sidewalk. Structured parking is strongly encouraged to reduce the need for surface parking. Drive-through facilities may be appropriate in areas indicated above (#2) if located on the interior of a parking deck and are designed to minimize conflicts with pedestrians. *(refer to Volume 3: Implementation Guide for further guidance)*

5. **Buildings should be designed to avoid the appearance of having a long, continuous building wall and to break up visual mass and bulk.** Consider a combination of design techniques to achieve this including, but not limited to:
   a. **Façade modulation that provides variation in the building wall.**
   b. **Building mass separation** between all, or part, of a single building to create the appearance of multiple buildings.
   c. **Use of varying architectural styles, building heights, and/or roof pitches** to reduce the apparent size of a building.
   d. **Multi-family residential development with a variety of building mass, scale, and type** (e.g. townhomes, carriage houses, apartments, etc.).

6. **Development should create a cohesive corridor along N. Tryon Street**, but building and landscaping placement will depend on retaining wall construction, easements, and location of right of way. See *Volume 3: Implementation Guide*, page 115, for more detailed information about development along N. Tryon St.

7. **Explore innovative parking strategies**, such as shared parking agreements and publicly accessible parking facilities.

8. **Both residential and non-residential buildings should be designed to activate the public realm** (i.e. sidewalks, streets, parks, plazas, greenways, trails, and open space). Street level building activation will promote walking and cycling, thus enhancing the area's safety and security and contributing to better public health. The following are but a few of the ways to achieve ground floor activation of the public realm. Other methods may be equally or more appropriate based on unique site criteria, as long as they contribute toward this goal.
   a. **Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors** allowing access from the sidewalk.
   b. **Non-residential and multi-family building facades with architectural elements that will help distinguish the ground floor from upper stories.**
   c. **Building corners that feature prominent entrances and/or distinctive architectural design.**
   d. **Multi-family residential development with direct connections to the sidewalk**, preferably for ground floor units, where feasible. Ground floor residential units may have vertical and/or horizontal separation from the sidewalk for privacy or to address site issues.

1b Mobility Policies

Refer also to general policies starting on page 84

9. **The new street to the transit station (perpendicular to N. Tryon St.)** is currently designed as an avenue including bike lanes and wide sidewalks. This critical connection provides the only signalized point of pedestrian access to the transit station and the area across N. Tryon St. Minimize the number of driveways along this street; access from local streets or shared alleys is encouraged.

10. **Create a new local street that connects the new local street perpendicular to N. Tryon St. to Tyner St.** Extend this street south, as feasible, to the I-85 service road.

Community Development Policies for Policy Area 1b

University City Boulevard Transit Station Area includes Policies 1a, 1b, and 1c

11. **Reduce driveways along University City Blvd.** by providing primary access from a local street or through a series of cross-access agreements or other innovative approaches, as redevelopment occurs. Minimizing driveway conflicts is particularly important to the function and safety of the multi-use path recommended along University City Blvd.

12. **Construct a multi-use path on University City Blvd.** as development occurs.

13. **Develop an interconnected network of local streets**, with typical block lengths of 400' to supplement the new streets described above.

14. **Consider a street connection between MacFarlane Blvd. and I-85 connector,** including a possible median opening along the I-85 connector.

1b Open Space Policies

Refer also to general policies starting on page 101

15. **Preserve trees and naturally occurring vegetation along steep slopes to protect the stream corridor.** Where feasible, incorporate open space and trail connectivity.

16. **Areas should be planned and developed with an overall integrated open space system.** The intent is to provide at least 5% of the total area within Policy Area 1b as usable open space that is accessible to the public. (The open space referred to in this policy does not include required tree save areas.)

17. **Create an open space system** that incorporates usable open space amenities such as plazas, courtyards, fountains, splash pads, outdoor seating, and recreation areas that are accessible to the public. Encourage consolidation of required open space.

Along Periwinkle Hill Ave., the ground floor of buildings should be activated primarily with retail and other commercial uses. Sites should be designed to accommodate outdoor seating and displays along this street. (Land Use Policy 1b #1; Community Design Policy 1b #3)

Distinguish the ground floor from upper stories with different materials, greater height, prominent entrances, and other architectural features. (Community Design Policies 1b #5 and #8)

Community Development Policies for Policy Area 1c

University City Boulevard Transit Station Area includes Policies 1a, 1b, and 1c

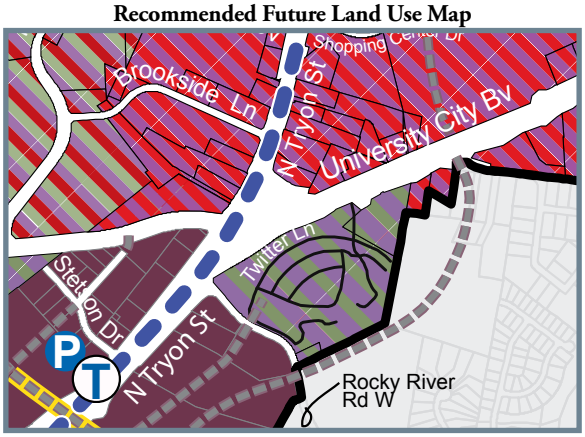
Policy Area 1c Rocky River Rd. W. and Univeristy City Blvd.

Context: *New multi-family community with opportunities for future employment and retail services to support this emerging transit neighborhood.*

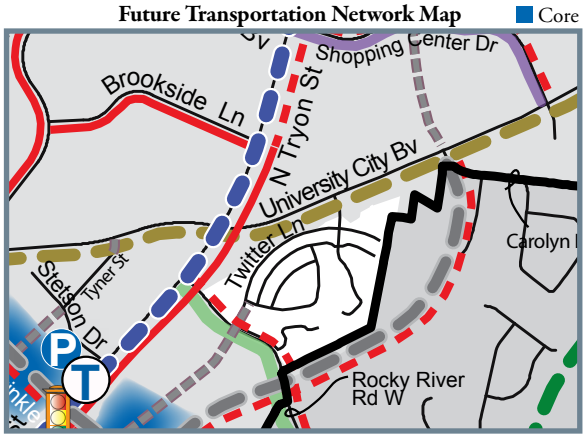
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

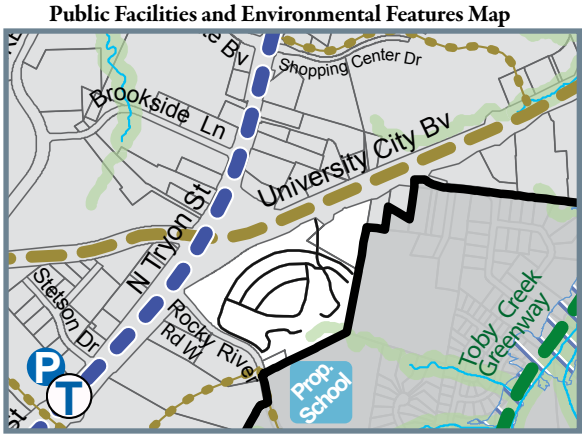
Recommended Future Land Use Map



Future Transportation Network Map ■ Core



Public Facilities and Environmental Features Map



1c Land Use and Development Policies

1. **Moderate density residential (up to 22 DUA) is proposed as the primary use.** As opportunities arise, residential development should include more than one building type, such as single family, duplexes, triplexes, quadraplexes, townhomes, and multi-family buildings.

2. **Development between Twitter Ln. and N. Tryon/University City Blvd.** should include residential and/or office as the primary uses. Retail is only appropriate on the ground floor of residential and/or office buildings. These ground floor retail uses may only include drive-through facilities if they meet the Community Design criteria below (#3). Structured parking should be lined with active uses along the street or screened from view from streets and sidewalks. Commercial uses with gasoline pumps are not appropriate.

1c Community Design Policies

3. **Development between Twitter Ln. and N. Tryon/University City Blvd.**, should be multi-storied and be placed at or near the back of the sidewalk. Surface parking lots should be located to the rear or side of buildings. No more than 35% of a site's street frontage should be devoted to surface parking or driveway access.* Drive-through facilities may be appropriate if located on the interior of a parking deck and are designed to minimize conflicts with pedestrians. *(* refer to Volume 3: Implementation Guide for further information)*

4. **Development should create a cohesive corridor along N. Tryon Street**, but building and landscaping placement will depend on retaining wall construction, easements, and location of right of way. See *Volume 3: Implementation Guide*, page 115, for more detailed information about development along N. Tryon St.

Community Development Policies for Policy Area 1c

University City Boulevard Transit Station Area includes Policies 1a, 1b, and 1c

5. **Both residential and non-residential buildings should be designed to activate the public realm** (i.e. sidewalks, streets, parks, plazas, greenways, trails, and open space). Street level building activation will promote walking and cycling, thus enhancing the area's safety and security and contributing to better public health. The following are but a few of the ways to achieve ground floor activation of the public realm. Other methods may be equally or more appropriate based on unique site criteria, as long as they contribute toward this goal.
   a. **Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors** allowing access from the sidewalk.
   b. **Non-residential and multi-family building facades with architectural elements** that will help distinguish the ground floor from upper stories.
   c. **Building corners that feature prominent entrances and/or distinctive architectural design.**
   d. **Multi-family residential development with direct connections to the sidewalk**, preferably for ground floor units, where feasible. Ground floor residential units may have vertical and/or horizontal separation from the sidewalk for privacy or to address site issues.

6. **Buildings should be designed to avoid the appearance of having a long, continuous building wall and to break up visual mass and bulk.** Consider a combination of design techniques to achieve this including, but not limited to:
   a. **Façade modulation that provides variation in the building wall.**
   b. **Building mass separation** between all, or part, of a single building to create the appearance of multiple buildings.
   c. **Use of varying architectural styles, building heights, and/or roof pitches** to reduce the apparent size of a building.
   d. **Multi-family residential development with a variety of building mass, scale, and type** (e.g. townhomes, carriage houses, apartments, etc.).

1c Mobility Policies

Refer also to general policies starting on page 84

7. **Construct sidewalks and bike lanes along Rocky River Rd. West.**
8. **Utilize Twitter Ln. and Rocky River Rd. for vehicular access to future development.** Vehicular access from N. Tryon St. or University City Blvd. is strongly discouraged.
9. **Reduce driveways along University City Blvd.** by providing primary access from a local street or through a series of cross-access agreements or other innovative approaches, as redevelopment occurs. Minimizing driveway conflicts is particularly important to the function and safety of the multi-use path recommended along University City Blvd.
10. **Provide a new street between Rocky River Rd. and University City Blvd.** adjacent to the new Newell Elementary School site. It should be designed as an avenue including bike lanes and sidewalks.
11. **Construct a multi-use path on both sides of University City Blvd.** as development occurs.
12. **Provide an additional new street parallel to N. Tryon St. between Periwinkle Hill Ave. and Rocky River Rd. W**, as an extension of Twitter Ln. It should be designed as a local street including wide sidewalks and on-street parking where warranted by adjacent land uses.
13. **Develop an interconnected network of local streets**, with typical block lengths of 600'.

1c Open Space Policies

Refer also to general policies starting on page 101

14. **Development between Twitter Ln. and N. Tryon St./University City Blvd. should include usable open space** that incorporates public amenities such as plazas, courtyards, fountains, outdoor seating, and recreation areas. Encourage consolidation of required open space.
15. **Provide an overland connector route between Toby Creek Greenway and Doby Creek Greenway.** The route will utilize new streets in the transit station area to cross N. Tryon St. and the sidewalk and pedestrian paths constructed as development occurs.

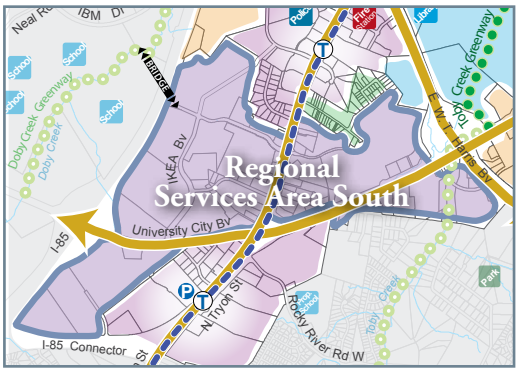
CHARACTER AREA 2

Regional Services Area South

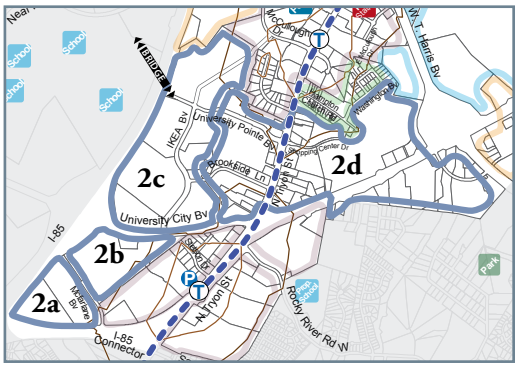
The Regional Services Area South is composed of four individual Policy Areas:

- Policy Area 2a – Between I-85 and IKEA Blvd, west of McFarlane Blvd
- Policy Area 2b – Between I-85 and IKEA Blvd, east of McFarlane Blvd
- Policy Area 2c – Along IKEA Blvd, north of University City Blvd
- Policy Area 2d – Along University Pointe Blvd., Shopping Center Dr., Brookside Ln., and Chancellor Park Dr.

Concept Plan



Policy Development Plan



This Regional Services Area, primarily consisting of retail uses, is anticipated to intensify in form, improve pedestrian and vehicular connectivity, and provide a transition between two transit station areas through long-term investment. Proximity to the I-85 interchange at University City Blvd. and the proposed bridge over I-85 to IBM Drive have the potential to draw people from outside the area to retail and services provided in this area. It is anticipated that this area will remain significantly auto-dependent as it is within an I-85 Interchange Area, however it should transition to a "park-once" environment that encourages walking from destinations within the development. Additionally, new development should provide unimpeded pedestrian and bicycle paths to both nearby transit stations. This is critical for those utilizing light rail to get to work, home, shopping, and leisure activities that occur in this area.

The plan envisions a mix of residential, office, retail, and services that may be vertically integrated in the same building (e.g. retail on ground floor with office or residential above) or developed as well-integrated single-use structures. Pedestrian unfriendly design is discouraged in this area. Uses with drive-through facilities, gasoline pumps, or large surface parking lots should be designed to comfortably accommodate pedestrians.

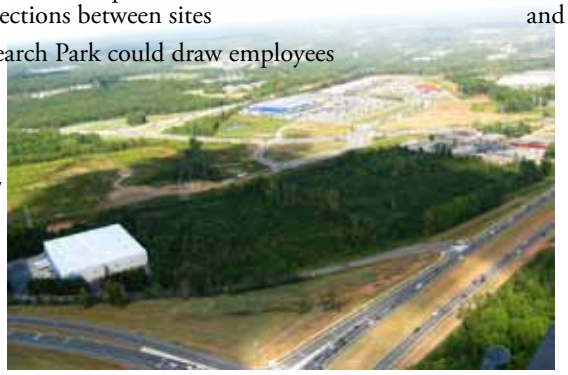
Character Area 2 — Opportunities and Challenges

Opportunities

- Potential for additional connectivity to the University City Blvd. and McCullough transit station areas through new streets
- Appropriate for regional retail development
- Ample opportunity for infill and redevelopment to include pedestrian and vehicular connections between sites
- New bridge across I-85 to Research Park could draw employees to retail and services

Challenges

- Difficult to walk from one destination to another, very auto-dependent
- Need to provide a transition between two transit station areas
- Need for alternative routes to N. Tryon and University City Boulevard



IKEA, a large retail development located within Policy Area 2c, takes advantage of the accessibility provided by the transportation network.

Community Development Policies for Policy Area 2a

Regional Services Area South includes Policies 2a, 2b, 2c, and 2d

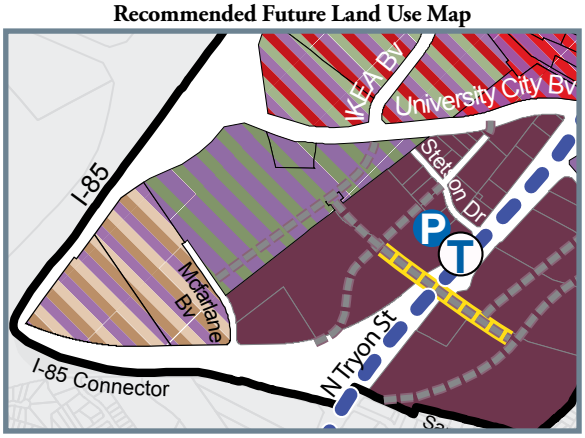
Policy Area 2a Between I-85 and IKEA Blvd, west of McFarlane Blvd.

Context: *Existing light industrial sites provide employment opportunities within close proximity to a transit station and convenient access to major roadways.*

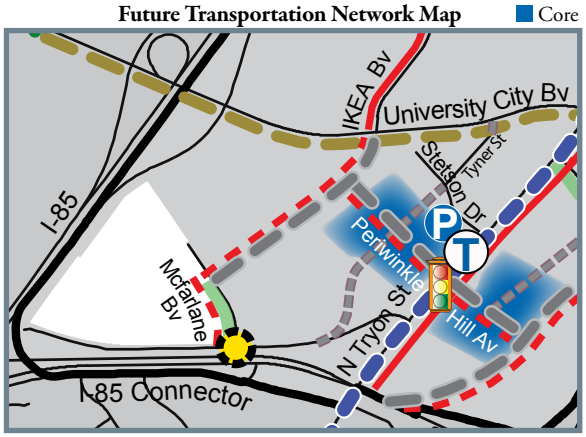
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

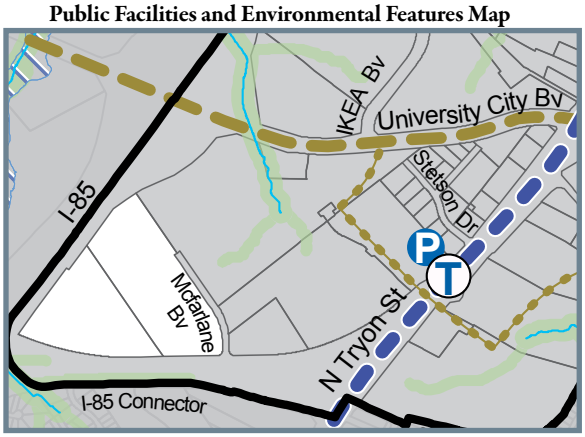
Recommended Future Land Use Map



Future Transportation Network Map ■ Core



Public Facilities and Environmental Features Map



2a Land Use and Development Policies

1. **Allow office, warehouse, and distribution uses.**

2. **Automobile sales and service uses** may be appropriate.

3. **Other retail uses** are appropriate only when accessory to the primary use and located within the same building.

2a Community Design Policies

4. **Continue to provide a 100' landscaped buffer along I-85.** Create a similar landscaped buffer along the I-85 service road. Additional trees could be used to supplement the buffer to create an enhanced visual barrier.

5. **Orient buildings to the street.** Parking lots and loading docks should be located to the side or rear of buildings.

6. **Design drive-through facilities with clearly marked pedestrian crossings** and pathways so that pedestrians can easily walk from the sidewalk and parking lot to the building with minimal conflict with the drive-through lanes.

7. **If automobile services and sales uses are introduced in this area**, the following design guidelines apply:
   a. **Buildings should be multi-storied and/or designed to have the appearance of a multi-storied building.**
   b. **Ground-floor uses should be oriented to the street and designed with clear glass windows and prominent entrances with operable doors** allowing access from the sidewalk.

Community Development Policies for Policy Area 2a

Regional Services Area South includes Policies 2a, 2b, 2c, and 2d

2a Mobility Policies

Refer also to general policies starting on page 84

8. **Access to University City Blvd. will be provided by the extension of IKEA Blvd. to McFarlane Blvd.**

9. **Consider a street connection between MacFarlane Blvd. and I-85 connector**, including a possible median opening along the I-85 connector.

10. **Construct sidewalks and bike lanes on MacFarlane Blvd.** if a connection to the I-85 connector is established.

11. **Develop an interconnected network of local streets**, with typical block lengths of 600' to supplement the new streets described above.

2a Open Space Policies

Refer also to general policies starting on page 101

12. See general Public Facilities (page 101) and Natural Environment (page 103) policies.

Parking and loading docks should be located to the side or rear of buildings. (Community Design Policy 2a #5)

Community Development Policies for Policy Area 2b

Regional Services Area South includes Policies 2a, 2b, 2c, and 2d

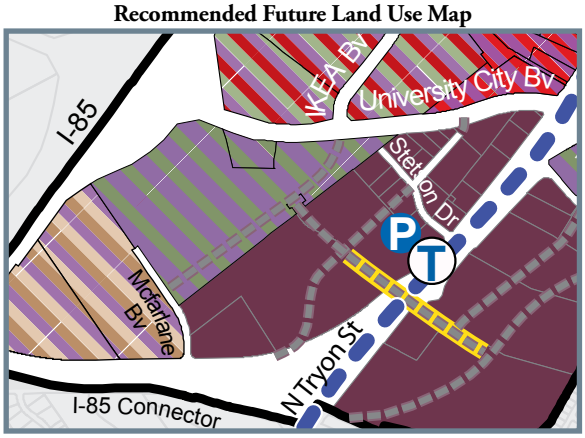
Policy Area 2b Between I-85 and IKEA Blvd, east of McFarlane Blvd.

Context: *Developing auto mall is intended to intensify with infill over time to accommodate additional uses in the future.*

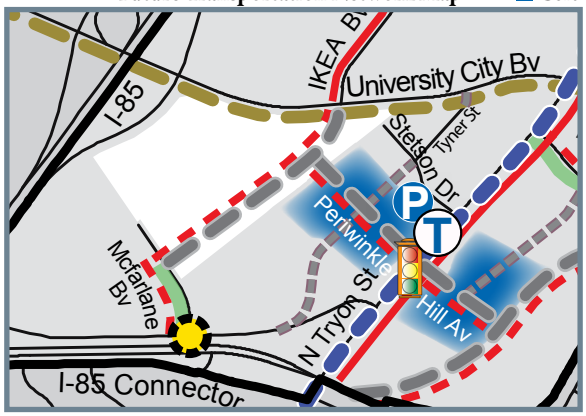
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

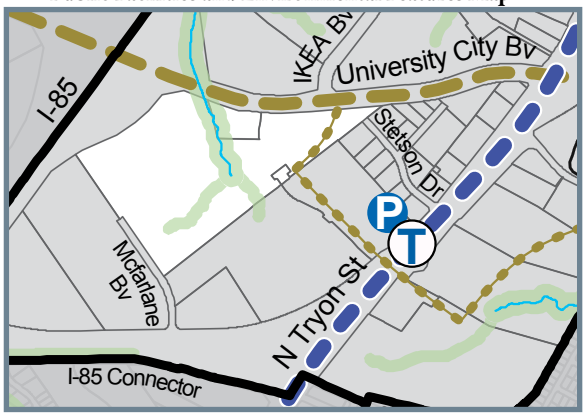
Recommended Future Land Use Map



Future Transportation Network Map ■ Core



Public Facilities and Environmental Features Map



2b Land Use and Development Policies

1. **Allow automobile sales and service uses.** Over time, sites are encouraged to develop with additional moderate density residential (up to 22 DUA) and/or office uses. Residential development in this area is encouraged to include a variety of housing options (e.g. single family, duplex, triplex, quadraplex, multi-family, etc.).

2. **Other retail uses** are only appropriate on the ground floor of residential and/or office buildings.

2b Community Design Policies

3. **Orient buildings to the street.** Parking lots should be located to the side or rear of buildings.

4. **Buildings should be multi-storied and/or designed to have the appearance of a multi-storied building.**

5. **Design drive-through facilities with clearly marked pedestrian crossings and pathways** so that pedestrians can easily walk from the sidewalk and parking lot to the building with minimal conflict with the drive-through lanes. Drive-through lanes are not appropriate between the building and the street, especially along IKEA Blvd.

6. **Ground-floor uses should be oriented to the street and have clear glass windows and prominent entrances with operable doors** allowing access from the sidewalk

Community Development Policies for Policy Area 2b

Regional Services Area South includes Policies 2a, 2b, 2c, and 2d

2b Mobility Policies

Refer also to general policies starting on page 84

7. **Extend IKEA Blvd. to McFarlane Blvd.** to increase pedestrian and vehicular connectivity.

8. **Develop an interconnected network of local streets as development occurs,** with typical block lengths of 600' to complement the street network recommended within the transit station area.

9. **Buildings should be designed to avoid the appearance of having a long, continuous building wall and to break up visual mass and bulk.** Consider a combination of design techniques to achieve this including, but not limited to:
   a. **Façade modulation that provides variation in the building wall.**
   b. **Building mass separation** between all, or part, of a single building to create the appearance of multiple buildings.
   c. **Use of varying architectural styles, building heights, and/or roof pitches** to reduce the apparent size of a building.
   d. **Multi-family residential development with a variety of building mass, scale, and type** (e.g. townhomes, carriage houses, apartments, etc.).

10. **Reduce driveways along University City Blvd.** by providing primary access from a local street or through a series of cross-access agreements or other innovative approaches, as redevelopment occurs. Minimizing driveway conflicts is particularly important to the function and safety of the multi-use path recommended along University City Blvd.

11. **Provide a multi-use path along IKEA Blvd.** adjacent to the utility easement, as development occurs.

2b Open Space Policies

Refer also to general policies starting on page 101

12. **Preserve trees and naturally occurring vegetation to protect the stream corridor.** Where feasible, incorporate open space and trail connectivity.

All buildings should be (or have the appearance of) at least two stories along the street to create a more walkable environment adjacent to the University City Blvd. transit station area. (Community Design Policy 2b #4)

Buildings should be designed to activate the sidewalk and street by including clear glass windows and operable doors along the street front. (Community Design Policy 2b #6)

Community Development Policies for Policy Area 2c

Regional Services Area South includes Policies 2a, 2b, 2c, and 2d

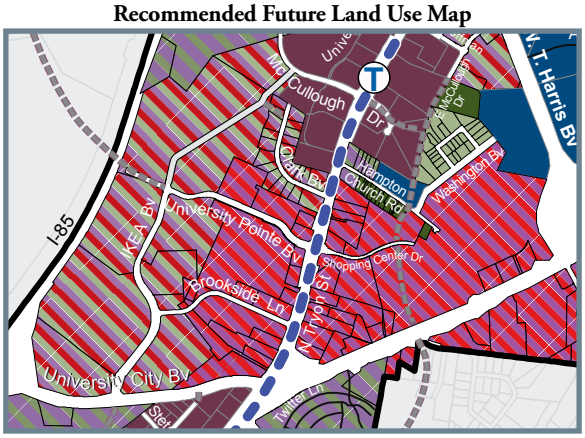
Policy Area 2c Along IKEA Blvd, north of University City Blvd.

Context: *A retail area that is anticipated to infill and intensify over time and remain a regional destination.*

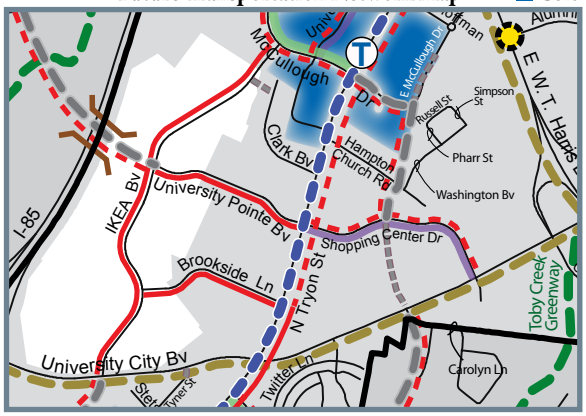
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

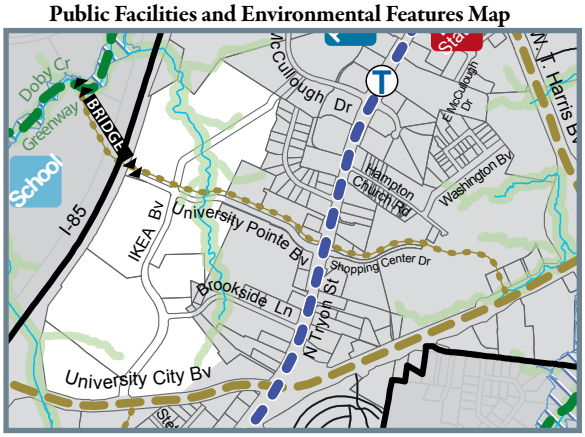
Recommended Future Land Use Map



Future Transportation Network Map ■ Core



Public Facilities and Environmental Features Map



2c Land Use and Development Policies

1. **Allow moderate density residential (up to 22 DUA), office, civic/institutional, retail, and hotel/motel uses.** Residential development in this area is encouraged to include a variety of housing options (e.g. single family, duplex, triplex, quadraplex, multi-family, etc.).

2c Community Design Policies

2. **Along IKEA Blvd. and University Pointe Blvd.**, place buildings at or near the back of the sidewalk to complement and blend in with existing patterns of development. Provide clear glass windows and/or operable doors on the street-facing elevation, where topography allows. Surface parking lots should be located to the rear or side of buildings.

3. **Encourage plazas and open spaces.** Orient open spaces toward building entries and strategically locate courtyards and open spaces near pedestrian walkways to create desirable gathering destinations and increase safety.

4. **Provide a separate and clearly designated pedestrian path from the street/sidewalk to the front door** of primary structures to minimize potential conflict between pedestrians and automobiles.

Community Development Policies for Policy Area 2c

Regional Services Area South includes Policies 2a, 2b, 2c, and 2d

5. **Buildings should be designed to avoid the appearance of having a long, continuous building wall and to break up visual mass and bulk.** Consider a combination of design techniques to achieve this including, but not limited to:

    a. **Façade modulation that provides variation in the building wall.**

    b. **Building mass separation** between all, or part, of a single building to create the appearance of multiple buildings.

    c. **Use of varying architectural styles, building heights, and/or roof pitches** to reduce the apparent size of a building.

    d. **Multi-family residential development with a variety of building mass, scale, and type** (e.g. townhomes, carriage houses, apartments, etc.).

6. **Design drive-through facilities with clearly marked pedestrian crossings** and pathways so that pedestrians can easily walk from the sidewalk and parking lot to the building with minimal conflict with the drive-through lanes.

2c Mobility Policies

Refer also to general policies starting on page 84

7. **Build a new bridge across I-85 to provide multi-modal access between University Research Park and the Regional Services Area South.** The design of University Point Blvd. bridge should integrate aesthetic features that help to establish a sense of place and strengthen the visual connection to University Research Park (URP). This bridge provides multi-modal access between URP and the regional services area south; it should be designed to encourage pedestrian comfort with features such as wider sidewalks, railings, vegetation, and increased separation between the sidewalk and the travel lanes.

8. **Provide a new local street from Clark Blvd. to IKEA Blvd.** and extend across IKEA Blvd. to any new development, ultimately connecting to Pearl St.

2c Open Space Policies

Refer also to general policies starting on page 101

9. **Utilize the stream buffer** for open space, small parks, and walking trails.

10. **Provide an overland connector route between Toby Creek Greenway and future Doby Creek Greenway** via the future University Pointe Blvd. bridge to Shopping Center Dr., connecting via University City Blvd.

Avoid large expanses of blank walls by including various architectural elements including (but not limited to) pillars/posts, windows, balconies, changes in material, or art. (Community Design Policy 2c #5)

Continue to bring buildings up to the street along IKEA Blvd. to encourage walking from one destination to another. (Community Design Policy 2c #2)

Community Development Policies for Policy Area 2d

Regional Services Area South includes Policies 2a, 2b, 2c, and 2d

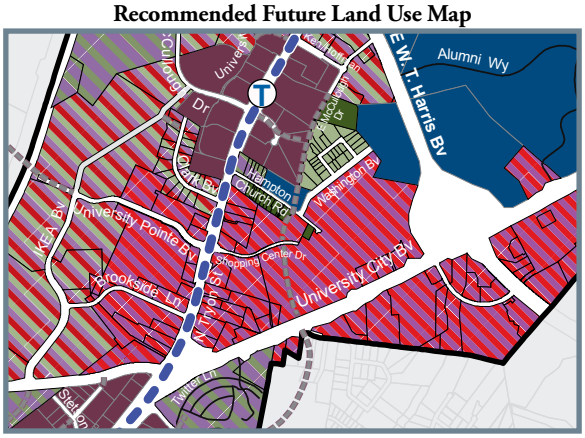
Policy Area 2d Along University Pointe Blvd., Shopping Center Dr., and Chancellor Park Dr.

Context: *A transition area between two transit stations connecting pedestrians between the two nodes and other shopping centers in the vicinity while also accommodating vehicular traffic.*

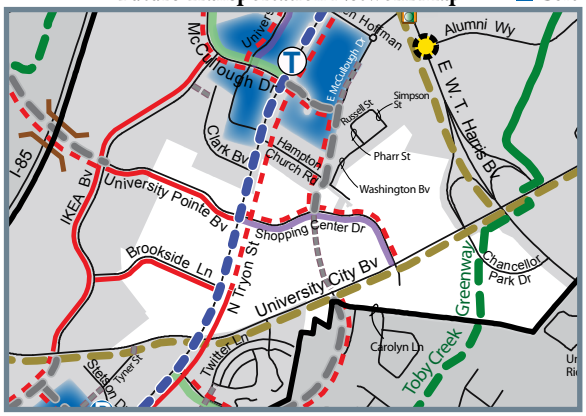
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

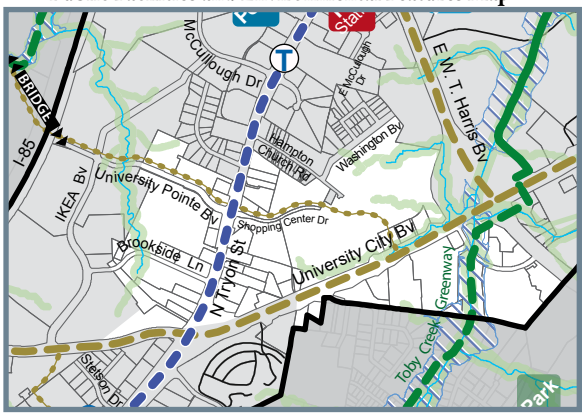
Recommended Future Land Use Map



Future Transportation Network Map ■ Core



Public Facilities and Environmental Features Map



2d Land Use and Development Policies

1. **Allow office, civic/institutional, retail, and hotel/motel uses.** Commercial uses with drive-through facilities or gasoline pumps are appropriate, especially along N. Tryon St. and University City Blvd.

2. **Moderate density residential uses (up to 22 DUA)** may also be appropriate as part of a multi- or mixed-use development. Residential development in this area is encouraged to include a variety of housing options (e.g. single family, duplex, triplex, quadraplex, multi-family, etc.).

2d Community Design Policies

3. **A portion of this area is located within the FEMA Floodway and Community Floodway.** Any redevelopment within these areas is expected to meet FEMA and local ordinance requirements.

4. **Continue to provide a 100' landscaped buffer along University City Blvd.** Supplement the landscaping as needed to provide a cohesive visual barrier.

5. **Development should create a cohesive corridor along N. Tryon St.**, but building and landscaping placement will depend on retaining wall construction, easements, and location of right of way. See *Volume 3: Implementation Guide*, page 115, for more detailed information about development along N. Tryon St.

Community Development Policies for Policy Area 2d

Regional Services Area South includes Policies 2a, 2b, 2c, and 2d

6. **Along N. Tryon St., improve the aesthetic quality and pedestrian environment** by adding a landscape zone directly behind the sidewalk. This area could include elements such as low walls, trees, shrubs, and seasonal plantings.

7. **Along N. Tryon St. and University City Blvd., drive-through facilities may be appropriate if their design does not compromise pedestrian circulation.** Design drive-through facilities with clearly marked pedestrian crossings and pathways so that pedestrians can easily walk from the sidewalk and parking lot to the building with minimal conflict with the drive-through lanes.

8. **Provide a separate and clearly designated pedestrian path from the street/sidewalk to the front door** of primary structures to minimize potential conflict between pedestrians and automobiles.

9. **Encourage plazas and open spaces.** Orient open spaces toward building entries and strategically locate courtyards and open spaces near pedestrian walkways to create desirable gathering destinations and increase safety.

10. **Buildings should be designed to avoid the appearance of having a long, continuous building wall and to break up visual mass and bulk.** Consider a combination of design techniques to achieve this including, but not limited to:

    a. **Façade modulation that provides variation in the building wall.**
    b. **Building mass separation** between all, or part, of a single building to create the appearance of multiple buildings.
    c. **Use of varying architectural styles, building heights, and/or roof pitches** to reduce the apparent size of a building.
    d. **Multi-family residential development with a variety of building mass, scale, and type** (e.g. townhomes, carriage houses, apartments, etc.).

11. **As redevelopment occurs along University Pointe Blvd., Shopping Center Dr., and the future extension of E. McCullough Dr., place buildings at or near the back of the sidewalk.** Provide clear glass windows and/or operable doors on the street-facing elevation, where topography allows. Surface parking lots should be located to the side or rear of the buildings.

12. **Limit uses that orient toward Washington Blvd. to single family, townhomes, duplexes, triplexes, and quadra-plexes.** Buildings should be compatible with the form and scale of existing residential development. All other types of development should maintain the existing landscaped buffer to protect the Hampton Park Neighborhood.

13. **Screen power substation along N. Tryon St. and Shopping Center Dr.**

2d Mobility Policies

Refer also to general policies starting on page 84

14. **Extend E. McCullough Dr. to Shopping Center Dr. and University City Blvd.** to provide a parallel connection to N. Tryon St. This street should be designed as an avenue with bike lanes and sidewalks. Ideally, this segment will align with Carolyn Ln. and the new avenue to Rocky River Rd. West.

15. **Upgrade Shopping Center Dr. to an avenue** with sidewalks and bike lanes as development occurs.

16. **Improve vehicular connectivity between sites along N. Tryon St.** through cross-access agreements or a local street from Hampton Church Rd. to Shopping Center Dr.

Community Development Policies for Policy Area 2d

Regional Services Area South includes Policies 2a, 2b, 2c, and 2d

17. **Develop an interconnected network of local streets**, with typical block lengths of 600' as development/redevelopment occurs.

18. **Reduce driveways along University City Blvd.** by providing primary access from a local street or through a series of cross-access agreements or other innovative approaches, a redevelopment occurs. Minimizing driveway conflicts is particularly important to the function and safety of the multi-use path recommended along University City Blvd. This policy also applies to W.T. Harris Blvd. in locations where a multi-use path is recommended.

19. **Provide a multi-use path on both sides of University City Blvd. and along W.T. Harris Blvd.**, south of Chancellor Park Dr. as development/redevelopment occurs. The multi-use path should connect to the extension of Toby Creek Greenway.

2d Open Space Policies

Refer also to general policies starting on page 101

20. **Provide an overland connector route between Toby Creek Greenway and future Doby Creek Greenway** via the future University Pointe Blvd. bridge to Shopping Center Dr., connecting via University City Blvd.

Provide separate and direct connections from the sidewalk along N. Tryon St. and University City Blvd. and internal streets to building entrances. (Community Design Policy 2d #8)

As development occurs, Shopping Center Dr. should be enhanced to include sidewalks and bicycle lanes to promote multi-modal travel options. (Mobility Policy 2d #15)

Along University Pointe Blvd., Shopping Center Dr., and the future extension of E. McCullough Dr., bring buildings toward the street, designed with windows and entrances to encourage pedestrian activity. (Community Design Policy 2d #11)

CHARACTER AREA 3

McCullough Transit Station Area

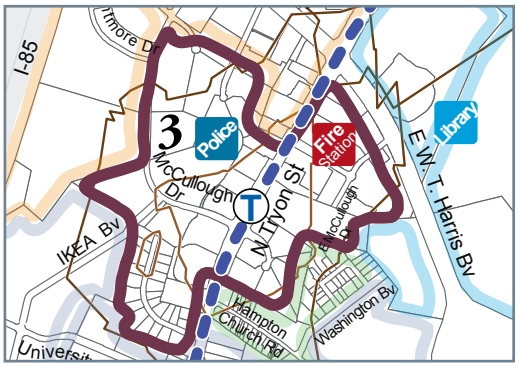
The McCullough Transit Station Area is composed of only one Policy Area:

- Policy Area 3 – Generally within McCullough Dr. loop

Concept Plan

McCullough Transit Station Area is envisioned to become a mixture of high intensity employment and supporting services, transitioning to residential near the adjacent Hampton Park neighborhood. The existing office park is anticipated to remain, but over time the area should experience an increase in building heights, mixture of uses, and transportation network connectivity to capitalize on proximity to the transit station and major employment areas.

Policy Development Plan



Similar to other transit station areas, Transit Oriented Development is especially encouraged within ¼ mile walk distance of the transit station and transitioning to less intensity toward residential and mixed use areas on the periphery. The existing street network should be enhanced to improve connectivity and create a smaller block structure creating a more walkable, comfortable environment for pedestrians.

The area includes established uses such as the University Division Police Station and Fire Station 27 and is within close proximity to the Carolinas Medical Center-University campus, a major area employer. It is also adjacent to existing neighborhoods.

Character Area 3 — Opportunities and Challenges

Opportunities

- Strong office market with existing supportive uses (restaurants, hotels, pharmacy)
- Clark Blvd. connection and McCullough Dr. extension will open up developable land and provide alternative route choices, especially to and from the transit station
- Potential for green space network as an amenity for the area utilizing stream buffers, existing undeveloped land, and preservation of open space in future development

Challenges

- Need to aggregate small lots, likely not short-term development opportunity compared to other transit station areas
- Lacks identity
- Adjacent to Hampton Park Community – need to be sensitive to character

Hotels and restaurants are uses that are anticipated to remain in the area to serve employees of nearby offices and visitors to the area.

Community Development Policies for Policy Area 3

McCullough Transit Station Area

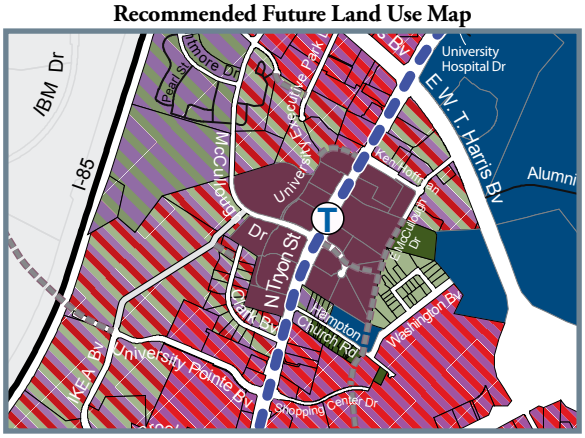
Policy Area 3 Generally within McCullough Dr. loop

Context: *Underutilized single-story buildings provide an opportunity to intensify and accommodate additional offices and supporting services within walking distance of the transit station.*

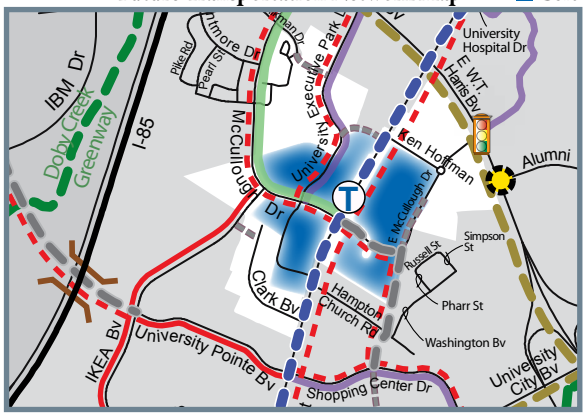
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

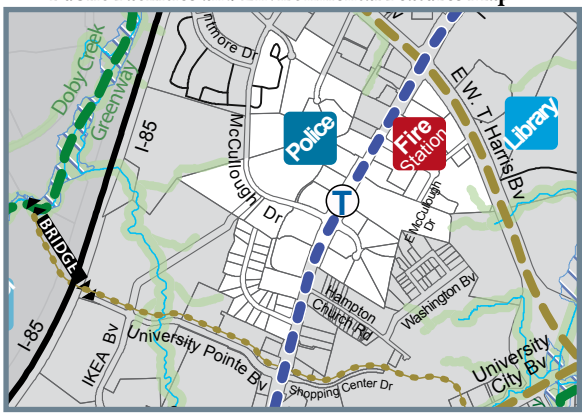
Recommended Future Land Use Map



Future Transportation Network Map ■ Core



Public Facilities and Environmental Features Map



3 Land Use and Development Policies

1. **The core of the transit station area (as defined on page 11 and shown in blue on the Future Transportation Network Map above) should be the most intensely developed part of the transit station area.** As redevelopment occurs, this area should continue to be developed primarily with office, hotels, civic, and/or retail uses. Residential uses may be appropriate if developed as part of a mixed-use development with ground floor retail or other commercial uses. Structured parking should be lined with active uses along the street or screened from view from streets and sidewalks. Commercial uses with drive-through facilities and/or gasoline pumps are not appropriate in the core of the transit station area.

2. **In areas outside of the core, existing businesses and residences are anticipated to remain in the near term.** Over time, properties should be redeveloped with a mix of residential, office, retail, and civic/institutional uses. To ensure the area remains economically viable as it awaits redevelopment, a limited expansion of existing buildings may be appropriate.* Ground floor retail uses may include drive-through facilities only if they meet the Community Design criteria below (#5). Structured parking should be lined with active uses along the street or screened from view from streets and sidewalks. Commercial uses with gasoline pumps are not appropriate in the transit station area. *(* refer to Volume 3: Implementation Guide for further guidance)*

3. **Adjacent to the established Hampton Park Neighborhood, a variety of moderate density (up to 22 DUA) housing types are appropriate**, on the east side of the extension of E. McCullough Dr. to E. McCullough Dr. Residential development in this area is encouraged to include a variety of housing options (e.g. single family, duplex, triplex, quadraplex, multi-family, etc.).

3 Community Design Policies

4. **Within the core of the transit station area (as defined on page 11 and shown in blue on the Future Transportation Network Map on page 41) buildings should be multi-storied and be placed at or near the back of the sidewalk.** All surface parking should be located to the rear of the buildings and should not be visible from the sidewalk.

5. **In areas outside of the core, buildings should be multi-storied and be placed at or near the back of the sidewalk.** Surface parking should be located to the rear or side of buildings, and not between the building and the street. Not more than 35% of a site's street frontage should be devoted to surface parking or driveway access.* Uses should activate the street with appropriate building orientation, accessible entrances, and space for outdoor seating and display near the sidewalk. Structured parking is strongly encouraged to reduce the need for surface parking. Drive-through facilities may be appropriate in areas indicated above (#2) if located on the interior of a parking deck and are designed to minimize conflicts with pedestrians. *(* refer to Volume 3: Implementation Guide for further guidance)*

6. **Development should create a cohesive corridor along N. Tryon Street**, but building and landscaping placement will depend on retaining wall construction, easements, and location of right of way. See *Volume 3: Implementation Guide*, page 115, for more detailed information about development along N. Tryon St.

7. **Buildings should be designed to avoid the appearance of having a long, continuous building wall and to break up visual mass and bulk. Consider a combination of design techniques to achieve this including, but not limited to:**
   a. **Façade modulation that provides variation in the building wall.**
   b. **Building mass separation** between all, or part, of a single building to create the appearance of multiple buildings.
   c. **Use of varying architectural styles, building heights, and/or roof pitches** to reduce the apparent size of a building.
   d. **Multi-family residential development with a variety of building mass, scale, and type** (e.g. townhomes, carriage houses, apartments, etc.).

8. **Development adjacent to the established Hampton Park Neighborhood should be sensitive to the character, views, and privacy of existing neighborhoods.** Base height adjacent to existing neighborhoods should be no greater than 4 stories and incrementally increase in height away from the neighborhood.* Buildings should be a minimum of 24' from the back of curb, including a front yard area of at least 8'. Uses should be oriented to the street. Surface parking lots should be located to the rear or side of buildings. No more than 35% of a site's street frontage should be devoted to surface parking or driveway access.* *(* refer to Volume 3: Implementation Guide for further guidance)*

9. **Both residential and non-residential buildings should be designed to activate the public realm** (i.e. sidewalks, streets, parks, plazas, greenways, trails, and open space). Street level building activation will promote walking and cycling, thus enhancing the area's safety and security and contributing to better public health. The following are but a few of the ways to achieve ground floor activation of the public realm. Other methods may be equally or more appropriate based on unique site criteria, as long as they contribute toward this goal.
   a. **Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors** allowing access from the sidewalk.
   b. **Non-residential and multi-family building facades with architectural elements that will help distinguish the ground floor from upper stories.**
   c. **Building corners that feature prominent entrances and/or distinctive architectural design.**
   d. **Multi-family residential development with direct connections to the sidewalk**, preferably for ground floor units, where feasible. Ground floor residential units may have vertical and/or horizontal separation from the sidewalk for privacy or to address site issues.

Community Development Policies for Policy Area 3

McCullough Transit Station Area

3 Mobility Policies

Refer also to general policies starting on page 84

10. **Construct sidewalks, bike lanes, intermittent landscaped islands, and turning lanes along McCullough Dr.**

11. **Upgrade University Executive Park Dr. to an avenue** with sidewalks, bike lanes, and on-street parking where warranted by adjacent land uses.

12. **Extend E. McCullough Dr. south from Ken Hoffman Dr. to the future intersection of McCullough Dr. and E. McCullough Dr.** This street should be designed as a local street, similar to the existing cross section near Ken Hoffman Dr. Creating an accessible open space amenity, such as a walking trail and seating adjacent to the existing storm water pond is encouraged.

13. **McCullough Dr. should be extended across N. Tryon St. to the extension of E. McCullough Dr.** The segment from N. Tryon St. to E. McCullough Dr. should be constructed as an avenue with bike lanes and sidewalks.

14. **Extend E. McCullough Dr. (from the intersection of McCullough Dr. and E. McCullough Dr.) to Shopping Center Drive and University City Blvd.** to provide a parallel connection to N. Tryon St. This street should be designed as an avenue with bike lanes and sidewalks.

15. **Extend Ken Hoffman Dr. across N. Tryon St. to University Executive Park Dr.**

16. **Provide a new local street between Collins-Aikman Dr. and University Executive Park Dr.**

17. **Consider a median opening on W.T. Harris Blvd. at Alumni Way.**

18. **Provide a new local street between McCullough Dr. and University Executive Park Dr.** (not shown)

19. **Develop an interconnected network of local streets**, with typical block lengths of 400' to supplement the streets described above.

20. **Provide a new local street from Clark Blvd. to IKEA Blvd.** Continue the street across IKEA Blvd. to any new development, ultimately connecting to Pearl St.

21. **As redevelopment occurs, construct a multi-use path on W.T. Harris Blvd.**

22. **Reduce driveways along W.T. Harris Blvd.** by providing primary access from a local street or through a series of cross-access agreements or other innovative approaches, as redevelopment occurs. Minimizing driveway conflicts is particularly important to the function and safety of the multi-use path recommended along W.T. Harris Blvd.

23. **Provide mid-block pedestrian connections** through/between sites to adjacent parcels and/or streets, as redevelopment occurs. The intent is to provide an interconnected pedestrian network.

24. **Consider a potential signalized intersection at the intersection of E. McCullough Dr. and University Hospital Dr.** on W.T. Harris Blvd.

3 Open Space Policies

Refer also to general policies starting on page 101

25. **Incorporate open space** such as plazas, courtyards, green space, and recreation areas into new development.

Existing buildings are anticipated to redevelop with greater intensity and height. Ground floor retail uses may be appropriate in some cases. (Land Use Policies 3 #1 and #2)

Sites adjacent to Hampton Park Neighborhood should be sensitive to the established community. (Community Design Policy 3 #8)

CHARACTER AREA 4

Corridor Services Area South

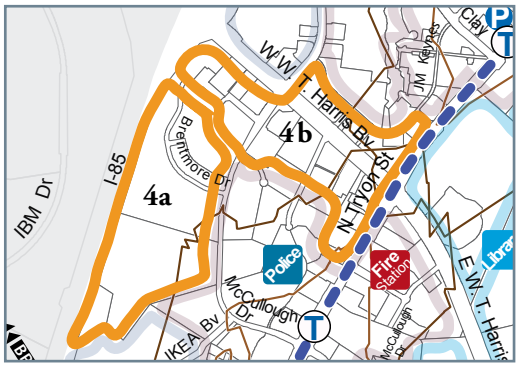
The Corridor Services Area South is composed of two individual Policy Areas:

- Policy Area 4a – west of McCullough Dr., east of I-85
- Policy Area 4b – along south side of W.T. Harris Blvd. and along N. Tryon St. (Ken Hoffman Dr. to JM Keynes Dr.)

Concept Plan

This community-serving retail and office area should evolve to a more intense, connected pattern of development over time to complement the surrounding transit station and mixed use areas. Much of the area along W.T. Harris Blvd. lies within an I-85 Interchange Area and sites are designed for high levels of road capacity and vehicular access. Retail, service, and office are anticipated to remain the primary uses and be designed to accommodate primary access by automobile, but allow safe pedestrian circulation with a "park-once" environment. **Development should orient toward internal access streets, providing clear and safe pedestrian circulation routes, and buildings should be compatible with those nearby in terms of scale, massing, orientation and architecture.** Auto-oriented uses such as gas stations, restaurants with drive-through's, and automobile repair will continue to be needed along W.T. Harris Blvd and over time, should strategically locate in these types of areas and outside transit station areas.

Policy Development Plan



Character Area 4 — Opportunities and Challenges

Opportunities

- Establish alternative access to W.T. Harris for parcels fronting on it
- Hotel and retail/services are needed in close proximity to I-85 interchange areas and along a major thoroughfare. Adjacency to land uses such as an office park and multi-family support these uses

Challenges

- The existing development pattern will likely remain long term to serve auto-oriented needs, especially near the I-85 interchange
- Existing sites generally do not connect to one another

This interchange area includes services such as restaurants, hotels, and offices. Trees provide a cohesive visual appearance along W.T. Harris Blvd.

Community Development Policies for Policy Area 4a

Corridor Services Area South includes Policies 4a and 4b

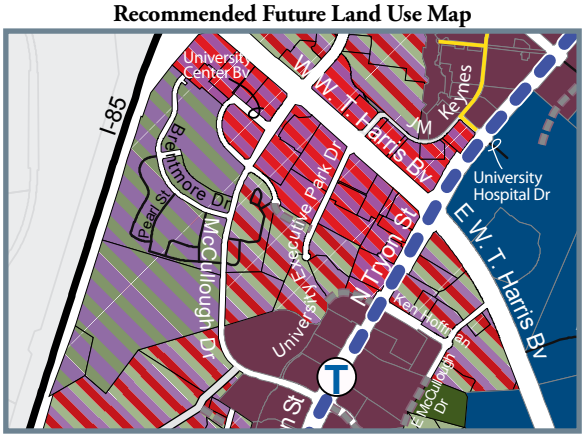
Policy Area 4a west of McCullough Dr., east of I-85

Context: *A mix of residential, office, and hotel uses with the potential for strong connections to the transit station.*

Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

Recommended Future Land Use Map



Future Transportation Network Map ■ Core

Public Facilities and Environmental Features Map

4a Land Use and Development Policies

1. **Allow moderate density residential (up to 22 DUA), institutional, office, and hotel uses.** Residential development should incorporate at least two building types, such as single family, duplexes, triplexes, quadraplexes, townhomes, and multi-family buildings.

4a Community Design Policies

2. **Orient buildings to the street** and have direct connections to the sidewalk as development occurs along McCullough Dr. and Brentmoor Dr.
3. **Surface parking lots** should be located to the rear or side of buildings.
4. **Continue to encourage on-street parking** on local streets to reduce surface parking lots, as development occurs.
5. **Buildings should be designed to avoid the appearance of having a long, continuous building wall and to break up visual mass and bulk.** Consider a combination of design techniques to achieve this including, but not limited to:
   a. **Façade modulation that provides variation in the building wall.**
   b. **Building mass separation** between all, or part, of a single building to create the appearance of multiple buildings.
   c. **Use of varying architectural styles, building heights, and/or roof pitches** to reduce the apparent size of a building.
   d. **Multi-family residential development with a variety of building mass, scale, and type** (e.g. townhomes, carriage houses, apartments, etc.).
6. **Provide green space** between the sidewalk and buildings.

Community Development Policies for Policy Area 4a

Corridor Services Area South includes Policies 4a and 4b

4a Mobility Policies

Refer also to general policies starting on page 84

7. **McCullough Dr. is an existing street that should be upgraded to an avenue** with bike lanes and sidewalks. This street is an important connection between W.T. Harris Blvd. and N. Tryon St. at the walk up transit station.

8. **Provide a new local street between Pike Rd. and Collins-Aikman Dr.** to enhance the street network. (not shown)

9 **Extend Pearl St. to IKEA Blvd as a local street** (somewhat parallel to McCullough Dr.), as development occurs. (not shown).

10. **Develop an interconnected network of local streets** with typical block lengths of 600'.

11. **Retain the street connection between Brentmoor Dr. and the properties along W.T. Harris Blvd.**

4a Open Space Policies

Refer also to general policies starting on page 101

12. **Incorporate open space** such as plazas, courtyards, green space, and recreation areas into new development.

Include on-street parking as an alternative to large surface parking lots. Direct access from each unit to the sidewalk also makes this a convenient location for parking. (Community Design Policy 4a #4)

Recessed walls, varied roof height, color, and balconies are utilized to break up large building facades. (Community Design Policy 4a #5)

Community Development Policies for Policy Area 4b

Corridor Services Area South includes Policies 4a and 4b

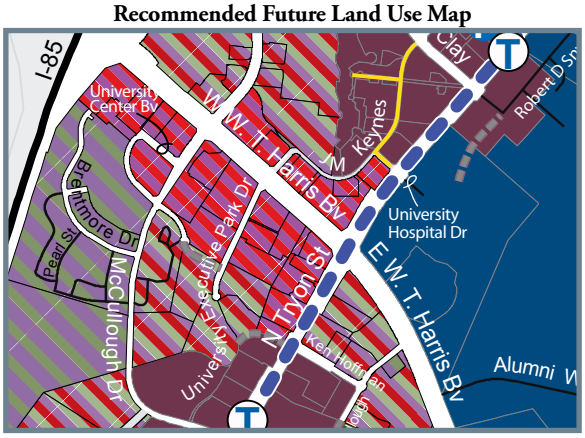
Policy Area 4b along south side of W.T. Harris Blvd. and along N. Tryon (Ken Hoffman Dr. to JM Keynes Dr.)

Context: *Developed to serve vehicular traffic along major thoroughfares with opportunity to improve safety and appearance through improved site design.*

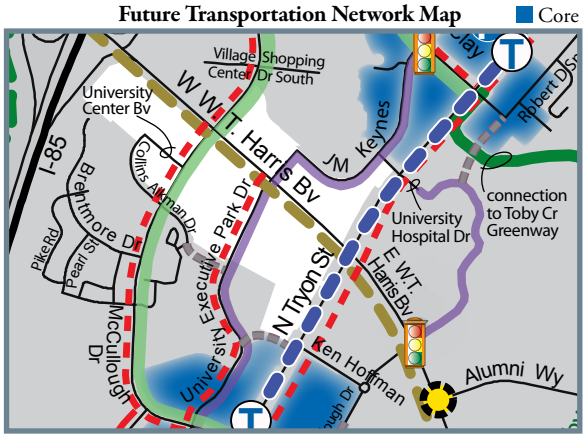
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

Recommended Future Land Use Map



Future Transportation Network Map ■ Core



Public Facilities and Environmental Features Map

4b Land Use and Development Policies

1. **Allow office, civic/institutional, retail and hotel uses.**

2. **Industrial and warehouse distribution are typically not appropriate.**

4b Community Design Policies

3. **As redevelopment occurs along McCullough Dr., University Executive Park Dr., and JM Keynes Dr. locate buildings at or near the back of the sidewalk.** Provide clear glass windows and/or operable doors on the street-facing side of buildings, where feasible. All surface parking lots should be located to the side or rear of the buildings.

4. **Development should create a cohesive corridor along N. Tryon Street**, but building and landscaping placement will depend on retaining wall construction, easements, and location of right of way. See *Volume 3: Implementation Guide*, page 115, for more detailed information about development along N. Tryon St.

5. **Along N. Tryon St., improve the aesthetic quality and pedestrian environment** by adding a landscape zone directly behind the sidewalk. This area could include elements such as low walls, trees, shrubs, and seasonal plantings.

6. **Design drive-through facilities with clearly marked pedestrian crossings** and pathways so that pedestrians can easily walk from the sidewalk and parking lot to the building with minimal conflict with the drive-through lanes. Drive-through lanes should not be located between the building and JM Keynes Dr.

Community Development Policies for Policy Area 4b

Corridor Services Area South includes Policies 4a and 4b

7. **Provide a separate and clearly designated pedestrian path from the street/sidewalk to the front door** of primary structures to minimize potential conflict between pedestrians and automobiles.

8. **As redevelopment occurs, break up large surface parking lots** into smaller interconnected lots utilizing landscaped islands and pedestrian paths.

9. **Continue to provide a 100' landscaped buffer along W.T. Harris Blvd.** Supplement the landscaping as needed to provide a cohesive visual barrier.

4b Mobility Policies

Refer also to general policies starting on page 84

10. **Extend University Center Blvd. to parcels fronting on N. Tryon St., parallel to W.T. Harris Blvd.** The extension should be designed as a local street as redevelopment occurs. (not shown)

11. **Vehicular access from W.T. Harris Blvd. to individual parcels is discouraged.**

12. **Improve pedestrian crossing facilities to the JW Clay Blvd/UNC Charlotte transit station area along W.T. Harris Blvd.** (between the I-85 interchange and N. Tryon St.).

13. **Construct a multi-use path on both sides of W.T. Harris Blvd.** (between N. Tryon St. and McCullough Dr./JW Clay Blvd.) as development occurs.

14. **Reduce driveways along W.T. Harris Blvd.** by providing primary access from a local street or through a series of cross-access agreements or other innovative approaches, as redevelopment occurs. Minimizing driveway conflicts is particularly important to the function and safety of the multi-use path recommended along W.T. Harris Blvd, as redevelopment occurs.

15. **JM Keynes Dr. is an existing private street that should be upgraded** (from 8800 JM Keynes Dr. to W.T. Harris Blvd.) to a local street with sidewalks.

16. **As redevelopment occurs, provide mid-block pedestrian connections** through/between sites to adjacent parcels and/or streets. The intent is to provide an interconnected pedestrian network.

4b Open Space Policies

Refer also to general policies starting on page 101

17. **Incorporate open space** such as plazas, courtyards, and green space into new development.

This drive-through reduces conflicts with pedestrians by providing clearly marked paths and limiting the facilities to one side of the building. (Community Design Policy 4b #6)

Sidewalks separate from auto-oriented driveways provide a safer means of connecting people from sidewalks along streets into shopping centers. (Community Design Policy 4b #7)

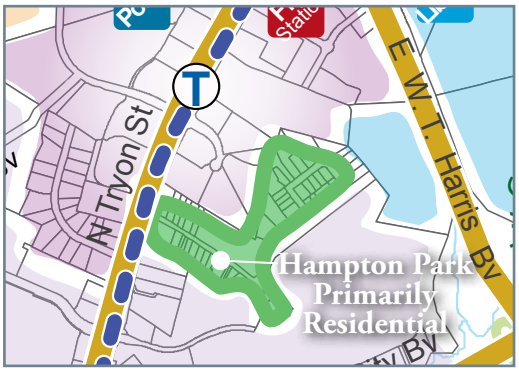
CHARACTER AREA 5

Primarily Residential (Hampton Park)

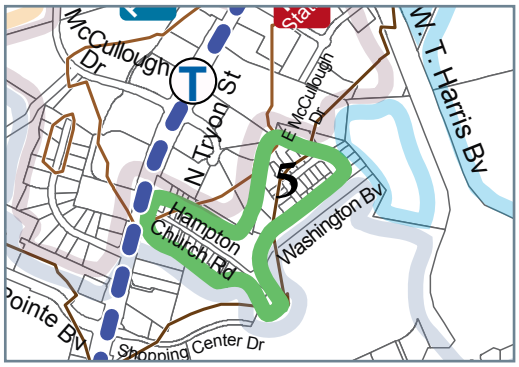
The Hampton Park Neighborhood is composed of only one Policy Area:

- Policy Area 5 – Along Hampton Church Rd., Washington Blvd., Simpson St., Pharr St., and Russell St.

Concept Plan



Policy Development Plan



The Hampton Park neighborhood should be protected and enhanced over time. This low density residential community is currently surrounded by a mix of retail, office, utility, and institutional uses. With the location of the transit station nearby and implementation of recommended improvements to the street network (McCullough Dr. loop completion and extension to Hampton Park Church Rd), this area is anticipated to experience changes over time.

City growth policies encourage the protection, preservation, and enhancement of existing neighborhoods. This area could redevelop to a denser residential community over time if done in a manner consistent with the policies provided in this section.

Character Area 5 — Opportunities and Challenges

Opportunities

- Established neighborhoods should be protected and enhanced
- Vacant lots with the potential for additional low density residential to develop
- Proximity to ½ mile walk distance of the future McCullough Transit Station
- Established neighborhood with affordable housing

Challenges

- The existing street network is disconnected from surrounding development
- This area will likely experience development pressure over time due to close proximity to the transit station

New Hampton Presbyterian Church is a focal point of the neighborhood and includes a community center and cemetery on site.

Community Development Policies for Policy Area 5

Primarily Residential (Hampton Park)

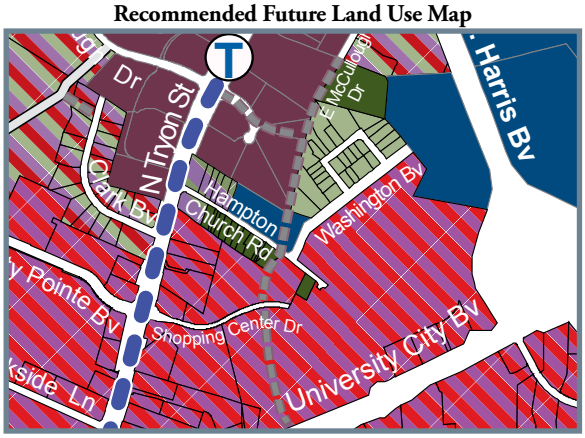
Policy Area 5 along Hampton Church Rd., Washington Blvd., Simpson St., Pharr St., and Russell St.

Context: *An existing low-density residential neighborhood.*

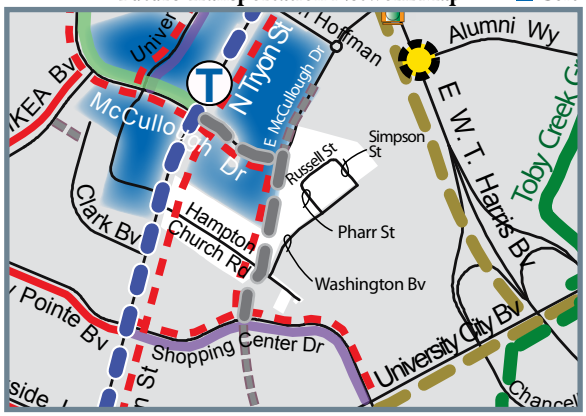
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

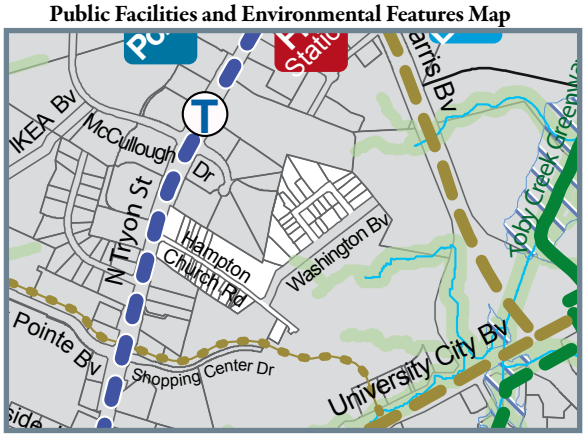
Recommended Future Land Use Map



Future Transportation Network Map ■ Core



Public Facilities and Environmental Features Map



5 Land Use and Development Policies

1. **Along Washington Blvd., Russell St., Wilson St., and Pharr St., existing single-family residential should be maintained, enhanced, and upgraded.** New residential infill may be considered at densities up to 8 DUA to provide an opportunity for a diversity of housing types, such as single-family, duplexes, triplexes, quadraplexes, and townhomes that are of compatible form and scale with the existing neighborhood.

2. **Civic/Institutional uses, such as the existing church and accessory uses are appropriate.**

3. **Properties along Hampton Church Rd. with frontage on or within approximately 400' of N. Tryon St. should be developed or redeveloped for residential, office, and/or civic/institutional uses.** Retail uses are also appropriate if located on the ground floor of multi-storied buildings. Structured parking should be lined with active uses along the street or screened from view from the street and sidewalk. Commercial uses with drive-through facilities and/or gasoline pumps are not appropriate.

4. **Remaining properties on Hampton Church Rd. are appropriate for moderate to high density residential development (8 to above 22 DUA).** Development in this area is encouraged to include a variety of housing options (e.g. single family, duplex, triplex, quadraplex, multi-family, etc.).

Community Development Policies for Policy Area 5

Primarily Residential (Hampton Park)

5 Community Design Policies

5. **Along Hampton Church Rd. properties with frontage on or within approximately 400' of N. Tryon St., should be developed with multi-storied buildings that are oriented to both streets.** Surface parking lots should be located to the rear or side of buildings. No more than 35% of a site's street frontage should be devoted to surface parking or driveway access.**(* refer to Volume 3: Implementation Guide for further guidance)*

6. **Remaining properties on Hampton Church Rd. should be designed with buildings that are a minimum of 24' from the back of the future curb** including a front yard area of at least 8'. Uses should be oriented to the street. Parking should be located to the rear or side of buildings. No more than 35% of a site's street frontage should be devoted to surface parking or driveway access.

7. **Along Washington Blvd., Russell St., Wilson St., and Pharr St., buildings should be compatible with the form and scale of existing residential development.** Parking should be located to the rear or side of buildings.

8. **Development should create a cohesive corridor along N. Tryon Street**, but building and landscaping placement will depend on retaining wall construction, easements, and location of right of way. See *Volume 3: Implementation Guide*, page 115, for more detailed information about development along N. Tryon St.

9. **Buildings should be designed to avoid the appearance of having a long, continuous building wall and to break up visual mass and bulk.** Consider a combination of design techniques to achieve this including, but not limited to:

    a. **Façade modulation that provides variation in the building wall.**
    b. **Building mass separation** between all, or part, of a single building to create the appearance of multiple buildings.
    c. **Use of varying architectural styles, building heights, and/or roof pitches** to reduce the apparent size of a building.
    d. **Multi-family residential development with a variety of building mass, scale, and type** (e.g. townhomes, carriage houses, apartments, etc.).

10. **Both residential and non-residential buildings should be designed to activate the public realm** (i.e. sidewalks, streets, parks, plazas, greenways, trails, and open space). Street level building activation will promote walking and cycling, thus enhancing the area's safety and security and contributing to better public health. The following are but a few of the ways to achieve ground floor activation of the public realm. Other methods may be equally or more appropriate based on unique site criteria, as long as they contribute toward this goal.

    a. **Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors** allowing access from the sidewalk.
    b. **Non-residential and multi-family building facades with architectural elements that will help distinguish the ground floor from upper stories.**
    c. **Building corners that feature prominent entrances and/or distinctive architectural design.**
    d. **Multi-family residential development with direct connections to the sidewalk**, preferably for ground floor units, where feasible. Ground floor residential units may have vertical and/or horizontal separation from the sidewalk for privacy or to address site issues.

Community Development Policies for Policy Area 5

Primarily Residential (Hampton Park)

5 Mobility Policies

Refer also to general policies starting on page 84

11. **Extend E. McCullough Dr. to Shopping Center Dr. and University City Blvd.** to provide a parallel connection to N. Tryon St. This street should be designed as an avenue with bike lanes. Align the new street to minimize impacts on established uses.

12. **Provide a new local street from the existing E. McCullough Dr. cul-de-sac to Hampton Church Rd.** (not shown)

13. **If redevelopment occurs**, develop an interconnected network of local streets with typical block lengths of 600'.

5 Open Space Policies

Refer also to general policies starting on page 101

14. **Redevelopment should incorporate usable open space** such as green space or playgrounds.

Single-family homes, such as this example from the Hampton Park neighborhood, should be preserved and future infill should be compatible with the scale of existing buildings and uses. (Land Use Policy 5 #1; Community Design Policy 5 #7)

Development on N. Tryon St. is adjacent to the McCullough transit station area and may be more intense in form and include a mix of uses accessible to the future transit station. (Land Use Policy 5 #3; Community Design Policy 5 #5)

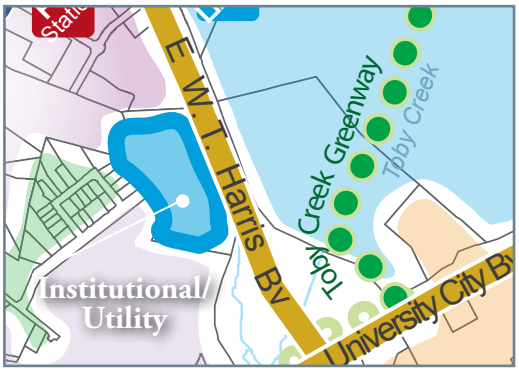
CHARACTER AREA 6

Institutional/Utility

The Institutional-Utility area is composed of only one Policy Area:

- Policy Area 6 – On W.T. Harris Blvd across from UNC Charlotte campus

Concept Plan



This land is anticipated to remain as an active utility site. It is a well-landscaped open space area housing utility infrastructure necessary to serve the surrounding community including a utility substation, cell tower, and Duke Power utility easement. Similar to other land owned by the University of North Carolina, it is currently zoned Institutional to accommodate unified and orderly development of major cultural, educational, governmental, religious, athletic and other institutions. At this time, the site does not serve an institutional purpose and is a challenging site to develop due to the location of multiple utilities. **It offers a large tree canopy area, contributing toward Charlotte's 50% Tree Canopy by 2050 goal.**

Policy Development Plan

Character Area 6 — Opportunities and Challenges

Opportunities

- Large existing tree canopy area
- State owned land, opportunity for public use (as a park, etc.)

Challenges

- Location of several utilities
- Long term development pressures from surrounding retail areas

This aerial shows the existing tree cover on the utility site. The site lies between two retail centers and adjacent to Hampton Park neighborhood.

Community Development Policies for Policy Area 6

Institutional/Utility

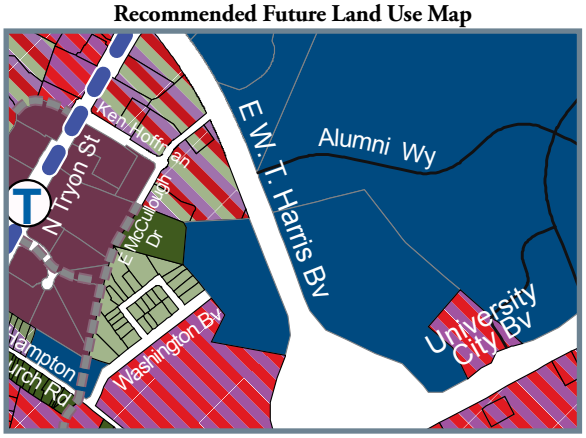
Policy Area 6 on W.T. Harris Bld. across from UNC Charlotte campus

Context: *Mostly vacant land that currently holds a utility substation, cell tower, and Duke Power utility easement. Land is owned by the University of North Carolina.*

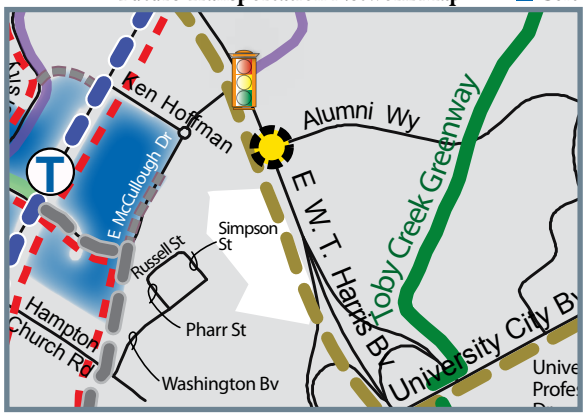
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

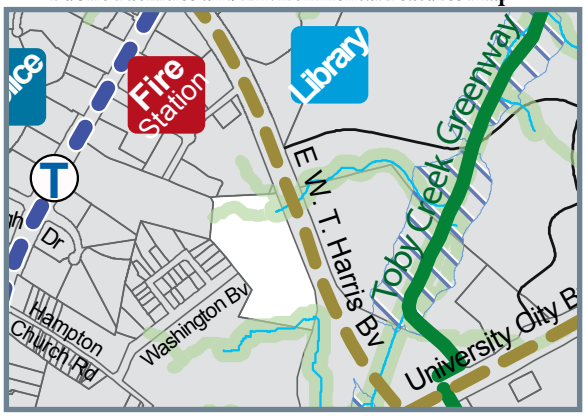
Recommended Future Land Use Map



Future Transportation Network Map ■ Core



Public Facilities and Environmental Features Map



6 Land Use and Development Policies

1. **Preserve existing open space** north of the utility easement and adjacent to the existing creek.

2. **Institutional and open space uses are appropriate.**

6 Community Design Policies

3. **Continue to provide a 100' landscaped buffer along W.T. Harris Blvd.** Supplement the landscaping as needed to provide a cohesive visual barrier.

6 Mobility Policies

Refer also to general policies starting on page 84

4. **As development occurs, construct a multi-use path on W.T. Harris Blvd.**

6 Open Space Policies

Refer also to general policies starting on page 101

5. **Protect and enhance the existing stream corridor as part of the overall open space system.** Create a trail within the stream corridor that connects from W.T. Harris Blvd. to sidewalks and bike lanes in the core transit station area. The intent is to provide green space and access from the McCullough transit station to Toby Creek Greenway on UNC Charlotte campus.

6. **Preserve the existing tree canopy** to the extent possible.

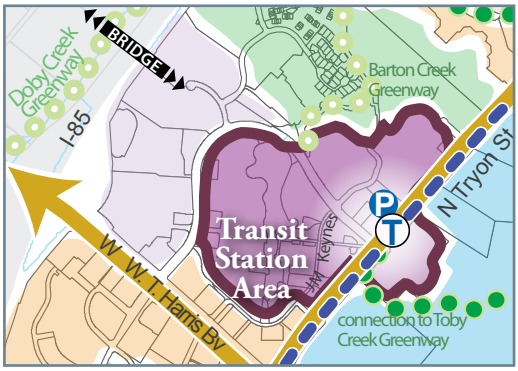
CHARACTER AREA 7

JW Clay Blvd/UNC Charlotte Transit Station Area

The JW Clay Blvd/UNC Charlotte Transit Station Area is composed of two individual Policy Areas:

- Policy Area 7a – Transit Station Area, east of retention pond
- Policy Area 7b – Transit Station Area, west of retention pond

Concept Plan



Policy Development Plan

JW Clay Blvd/UNC Charlotte Transit Station Area should become University City's town center supported by accessibility to the transit station and proximity to the UNC Charlotte main campus. Development in this area is envisioned to intensify over time into a destination for shopping, working, entertainment, and living. The transit station should improve accessibility and facilitate this transformation. The existing water feature, referred to here as "the lake", should remain and be enhanced as an amenity through redevelopment by orienting buildings toward the lake and with the addition of adjacent active open space.

Future development within ¼ mile walk distance of the transit station should implement Transit Oriented Development zoning to support the future transit station.

Additionally, development should complement the UNC Charlotte main campus as it expands on the adjacent side of N. Tryon St. This can be achieved with similar building scale, massing, and orientation and by creating clear pedestrian paths between these two major centers of activity.

Character Area 7 — Opportunities and Challenges

Opportunities

- Existing development has unique identity:
  - Boardwalk is inviting and popular
  - Lake provides a natural amenity
- Proximity to UNC Charlotte main campus and University Research Park as economic and population anchors
- Large parcel ownership could facilitate redevelopment over time

Challenges

- Development is currently very auto-oriented; Uncomfortable to navigate as a pedestrian
- Experiencing departure of retail tenants to newer nearby development
- Current big box development does not maximize exposure to open space or street frontage

Development around the existing lake has created some delightful pedestrian spaces.

Community Development Policies for Policy Area 7a

JW Clay Blvd/UNC Charlotte Transit Station Area includes Policies 7a and 7b

Policy Area 7a

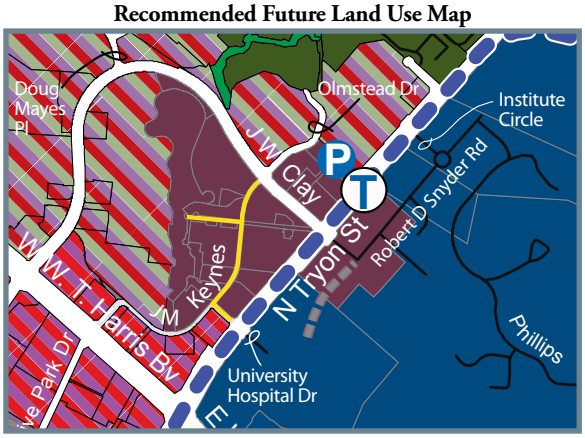
Transit Station Area, east of retention pond

Context: *Underutilized mixed use development opportunity within walking distance of a transit station to become the hub of economic, entertainment, and community activity within University City.*

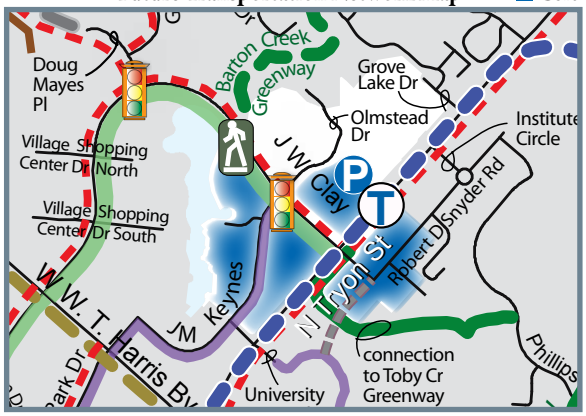
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

Recommended Future Land Use Map



Future Transportation Network Map ■ Core



Public Facilities and Environmental Features Map

7a Land Use and Development Policies

1. **The core of the transit station area (as defined on page 11 and shown in blue on the Future Transportation Network Map above) should be the most intensely developed part of the transit station area.** Redevelopment should include a mix of residential, office, hotels, civic, and/or retail uses. The ground floor of these buildings on active retail streets (as indicated on the Recommended Future Land Use Map) should be activated primarily with retail and other commercial uses. Structured parking should be lined with active uses along the street or screened from view from streets and sidewalks. Commercial uses with drive-through facilities and/or gasoline pumps are not appropriate in the core of the transit station area.

2. **In areas outside of the core, existing businesses and residences are anticipated to remain in the near term.** Over time, properties should be redeveloped with a mix of residential, office, retail, and civic/institutional uses. To ensure the area remains economically viable as it awaits redevelopment, a limited expansion of existing buildings may be appropriate.* Ground floor retail uses may include drive through facilities only if they meet the Community Design criteria below (#7). Structured parking should be lined with active uses along the street or screened from view from streets and sidewalks. Commercial uses with gasoline pumps are not appropriate in the transit station area. *(* refer to Volume 3: Implementation Guide for further guidance)*

3. **On properties east of N. Tryon St. adjacent to the UNC Charlotte campus, a mix of non-residential uses**, such as a hotel, conference center, campus services, classrooms, and administrative offices, is appropriate along JW Clay Blvd and Robert D. Snyder Rd. Commercial uses with drive-through facilities and/or gasoline pumps are not appropriate.

4. **Retain the lake and the established lake front boardwalk.**

Community Development Policies for Policy Area 7a

JW Clay Blvd/UNC Charlotte Transit Station Area includes Policies 7a and 7b

7a Community Design Policies

5. **Within the core of the transit station area (as defined on page 11 and shown in blue on the Future Transportation Network Map on page 56) buildings should be multi-storied and be placed at or near the back of the sidewalk.** An uninterrupted building edge (with the exception of driveways and pedestrian paths) should be created along street frontages and the established pedestrian promenade. All surface parking should be located to the rear of the buildings and should not be visible from streets, the established pedestrian promenade, and lake front boardwalk.

6. **In addition to policy #5, buildings along the lake and pedestrian promenade should be at least 30' from the edge of the lake.** Buildings 5 stories or taller should either provide a greater setback from the lake or the upper stories should step back from the lake. The intent is to not block sunlight along the boardwalk and create a scale that is appropriate for a pedestrian oriented destination.

7. **In areas outside of the core, buildings should be multi-storied and be placed at or near the back of the sidewalk.** Surface parking should be located to the rear or side of buildings, and not between the building and the street. Not more than 35% of a site's street frontage should be devoted to surface parking or driveway access.* Uses should activate the street with appropriate building orientation, accessible entrances, and space for outdoor seating and display near the sidewalk. Structured parking is strongly encouraged to reduce the need for surface parking. Drive-through facilities may be appropriate in areas indicated above (#2) if located on the interior of a parking deck and are designed to minimize conflicts with pedestrians. *(* refer to Volume 3: Implementation Guide for further guidance)*

8. **Explore innovative parking strategies**, such as shared parking agreements and publicly accessible parking facilities.

9. **Buildings should be designed to avoid the appearance of having a long, continuous building wall and to break up visual mass and bulk.** Consider a combination of design techniques to achieve this including, but not limited to:
   a. **Façade modulation that provides variation in the building wall.**
   b. **Building mass separation** between all, or part, of a single building to create the appearance of multiple buildings.
   c. **Use of varying architectural styles, building heights, and/or roof pitches** to reduce the apparent size of a building.
   d. **Multi-family residential development with a variety of building mass, scale, and type** (e.g. townhomes, carriage houses, apartments, etc.).

10. **Development should create a cohesive corridor along N. Tryon Street**, but building and landscaping placement will depend on retaining wall construction, easements, and location of right of way. See *Volume 3: Implementation Guide,* page 115, for more detailed information about development along N. Tryon St.

11. **Properties adjacent to the intersection of JW Clay Blvd. and N. Tryon St. should develop with buildings and open spaces oriented toward the intersection** to create a connection to the transit station and town center development.

Accommodate outdoor seating by utilizing greater building setbacks from the sidewalk to provide a clear pedestrian path in front of the business. This can also be achieved by utilizing a recessed building opening, as shown in the image above from Charlotte's NoDa business district. (Community Design Policy 7a #5)

Community Development Policies for Policy Area 7a

JW Clay Blvd/UNC Charlotte Transit Station Area includes Policies 7a and 7b

12. **Both residential and non-residential buildings should be designed to activate the public realm** (i.e. sidewalks, streets, parks, plazas, greenways, trails, and open space). Street level building activation will promote walking and cycling, thus enhancing the area's safety and security and contributing to better public health. The following are but a few of the ways to achieve ground floor activation of the public realm. Other methods may be equally or more appropriate based on unique site criteria, as long as they contribute toward this goal.

    a. **Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors** allowing access from the sidewalk.

    b. **Non-residential and multi-family building facades with architectural elements that will help distinguish the ground floor from upper stories.**

    c. **Building corners that feature prominent entrances and/or distinctive architectural design.**

    d. **Multi-family residential development with direct connections to the sidewalk**, preferably for ground floor units, where feasible. Ground floor residential units may have vertical and/or horizontal separation from the sidewalk for privacy or to address site issues.

7a Mobility Policies

Refer also to general policies starting on page 84

13. **The existing pedestrian promenade should remain and be extended to N. Tryon St. and/or JW Clay Blvd.** Over time, this promenade could be upgraded to a pedestrian oriented street between the lake and JM Keynes Dr.

14. **Upgrade JM Keynes Dr. (from JW Clay Blvd. through 8900 JM Keynes Dr.) to a main street** including sidewalks, planting strips, and on-street parking. Also upgrade the segment of JM Keynes to N. Tryon St to a main street.

15. **Add sidewalks to JW Clay Blvd. and expand to 5 lanes, where needed.**

16. **Provide pedestrian connections to the future Barton Creek Greenway** from adjacent sites.

17. **Provide an overland connection between the transit station area and future Barton Creek Greenway** with wide sidewalks.

18. **Extend Olmstead Dr. as a local street to the north, parallel to N. Tryon St.** (not shown)

19. **Extend Institute Cir. across N. Tryon as a local street to the future extension of Olmstead Dr.** (not shown)

20. **Establish a critical connection between Robert D. Snyder Rd and University Hospital Dr.** The alignment is conceptual but vehicular and pedestrian connectivity between the Carolinas Medical Center Hospital (CMC) and UNC Charlotte main campus is desirable.

21. **Develop an interconnected network of local streets** with typical block lengths of 400'.

7a Open Space Policies

Refer also to general policies starting on page 101

22. **Create an open space system** that incorporates the lake front boardwalk and additional public urban open space amenities such as plazas, courtyards, fountains, splash pads, outdoor seating, and recreation areas. Potential locations for open space include land near the intersection of JW Clay Blvd. and N. Tryon St. Another potential location is the vacant parcel along the boardwalk. The lake should remain as publicly accessible open space.

Community Development Policies for Policy Area 7b

JW Clay Blvd/UNC Charlotte Transit Station Area includes Policies 7a and 7b

Policy Area 7b

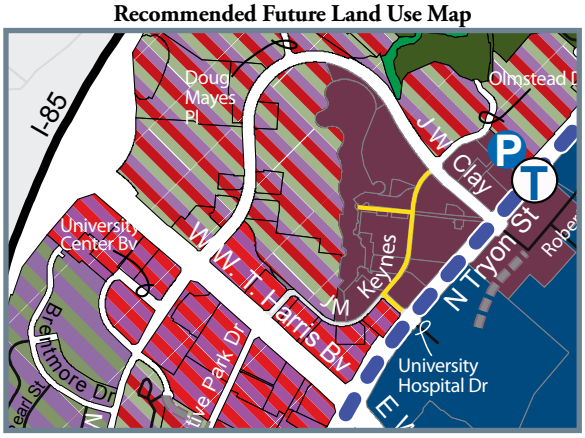
Transit Station Area, west of retention pond

Context: *An extension of the underutilized mixed use development immediately surrounding the transit station and eventually in a position to serve the University Research Park with a new bridge across I-85.*

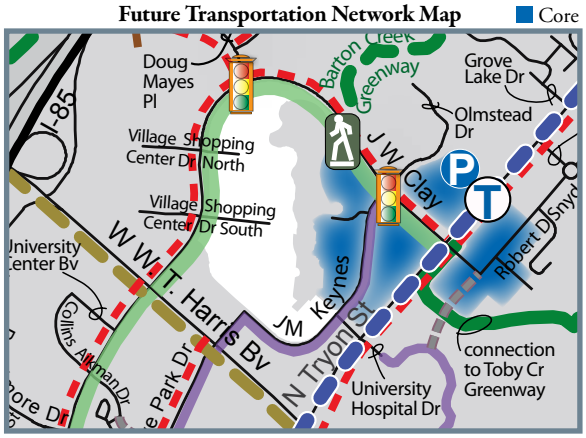
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

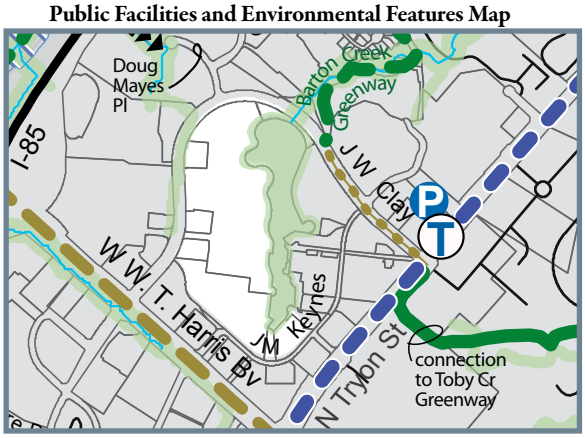
Recommended Future Land Use Map



Future Transportation Network Map ■ Core



Public Facilities and Environmental Features Map



7b Land Use and Development Policies

1. **Existing businesses are anticipated to remain in the near term.** Over time, properties should be redeveloped with a mix of residential, office, retail, and civic/institutional uses. To ensure the area remains economically viable as it awaits redevelopment, a limited expansion of existing buildings may be appropriate.* Ground floor retail uses may include drive through facilities only if they meet the Community Design criteria below (#5). Structured parking should be lined with active uses along the street or screened from view from streets and sidewalks. Commercial uses with gasoline pumps are not appropriate in the transit station area. *(* refer to Volume 3: Implementation Guide for further guidance)*

2. **Retain the lake and the established lake front boardwalk.**

7b Community Design Policies

3. **As redevelopment occurs, buildings should be multi-storied and be placed at or near the back of the sidewalk.** Surface parking should be located to the rear or side of buildings, and not between the building and the street. Not more than 35% of a site's street frontage should be devoted to surface parking or driveway access.* Uses should activate the street with appropriate building orientation, accessible entrances, and space for outdoor seating and display near the sidewalk. Structured parking is strongly encouraged to reduce the need for surface parking. Drive-through facilities may be appropriate in areas indicated above (#1) if located on the interior of a parking deck and are designed to minimize conflicts with pedestrians. Surface parking is not appropriate along the lake front boardwalk or the pedestrian promenade. *(* refer to Volume 3: Implementation Guide for further guidance)*

Community Development Policies for Policy Area 7b

JW Clay Blvd/UNC Charlotte Transit Station Area includes Policies 7a and 7b

4. **In addition to policy #3, buildings along the lake and pedestrian promenade should be at least 30' from the edge of the lake.** Buildings 5 stories or taller should either provide additional setback from the lake or the upper stories should step back from the lake. The intent is to not block sunlight along the boardwalk and create a scale that is appropriate for a pedestrian oriented destination.

5. **In areas not fronting on the pedestrian promenade, drive-through facilities may be appropriate** if designed so as not to compromise pedestrian circulation. Drive-through lanes should not be located between the building and JW Clay Blvd. or a future extension of Doug Mayes Pl.

6. **Buildings should be designed to avoid the appearance of having a long, continuous building wall and to break up visual mass and bulk.** Consider a combination of design techniques to achieve this including, but not limited to:
   a. **Façade modulation that provides variation in the building wall.**
   b. **Building mass separation** between all, or part, of a single building to create the appearance of multiple buildings.
   c. **Use of varying architectural styles, building heights, and/or roof pitches** to reduce the apparent size of a building.
   d. **Multi-family residential development with a variety of building mass, scale, and type** (e.g. townhomes, carriage houses, apartments, etc.).

7. **Both residential and non-residential buildings should be designed to activate the public realm** (i.e. sidewalks, streets, parks, plazas, greenways, trails, and open space). Street level building activation will promote walking and cycling, thus enhancing the area's safety and security and contributing to better public health. The following are but a few of the ways to achieve ground floor activation of the public realm. Other methods may be equally or more appropriate based on unique site criteria, as long as they contribute toward this goal.
   a. **Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors** allowing access from the sidewalk.
   b. **Non-residential and multi-family building facades with architectural elements that will help distinguish the ground floor from upper stories.**
   c. **Building corners that feature prominent entrances and/or distinctive architectural design.**
   d. **Multi-family residential development with direct connections to the sidewalk**, preferably for ground floor units, where feasible. Ground floor residential units may have vertical and/or horizontal separation from the sidewalk for privacy or to address site issues.

7b Mobility Policies

Refer also to general policies starting on page 84

8. **The existing pedestrian promenade should remain.**

9. **As redevelopment occurs, add sidewalks and on-street parking where warranted by adjacent land uses along the private street between JM Keynes Dr. and JW Clay Blvd (parallel to W.T. Harris Blvd).** (not shown)

10. **Connect Doug Mayes Pl. to JM Keynes Dr. with a new local street.** (not shown)

11. **Construct a pedestrian crossing at JW Clay Blvd. to the future Barton Creek Greenway.**

12. **Develop an interconnected network of local streets** with typical block lengths of 400'.

7b Open Space Policies

Refer also to general policies starting on page 101

13. **The lake and surrounding open space are important features of this area.** As redevelopment occurs adjacent to the lake, encourage expansion of open space to connect to the adjacent Barton Creek Greenway trailhead for a new neighborhood park, active or passive open space or gardens. This could be achieved by consolidating required open space.

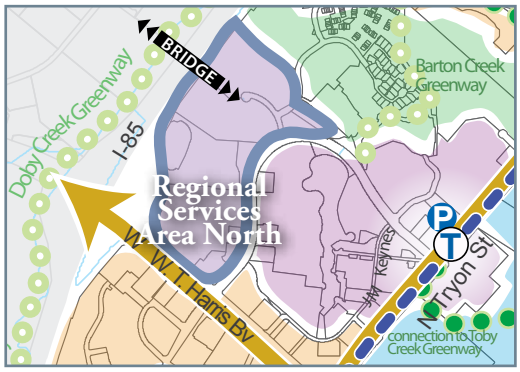
CHARACTER AREA 8

Regional Services Area North

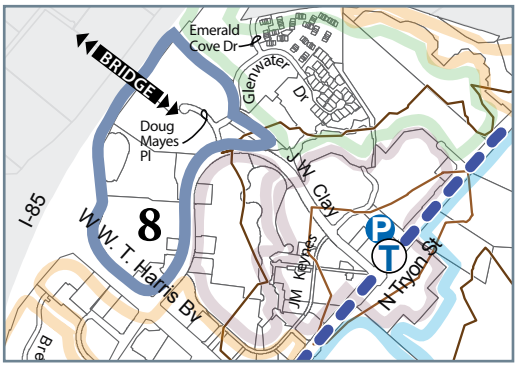
The Regional Services Area North area is composed of only one Policy Area:

- Policy Area 8 – Between JW Clay Blvd and I-85

Concept Plan



Policy Development Plan



This Regional Services Area, primarily consisting of retail uses, is anticipated to intensify and reinvent itself over time to better compliment and connect to the transit station area and eventually across I-85 to the University Research Park (URP). This area was developed with large surface parking lots and buildings set back far from the street with little pedestrian connectivity to JW Clay Blvd. or adjacent development.

The activity anticipated to occur within the transit station area will facilitate this area to redevelop with a more urban form: buildings with active retail and office uses, wide sidewalks, and a more connected street network. Additionally, this area will be connected to the University Research Park with a new bridge across I-85 connecting Doug Mayes Pl. and Louis Rose Pl. This area provides an opportunity to serve the housing, shopping, and entertainment needs of employees in the URP. Although much of this land lies within an Interchange Area (CCW, 2010), it relates more to the transit station area, mixed use areas, and surrounding residential and should not be developed in an auto-oriented form.

Character Area 8 — Opportunities and Challenges

Opportunities

- Ample opportunity for infill and redevelopment to include pedestrian and vehicular connections between sites
- New bridge across I-85 to Research Park could draw employees to retail, services, and housing

Challenges

- Multiple large vacant storefronts of tenants relocated to newer nearby developments
- Lack of street and pedestrian network creates isolation from surrounding areas
- No open space is provided

Much of the area includes vacant big-box buildings with large surface parking lots.

Community Development Policies for Policy Area 8

Regional Services Area North

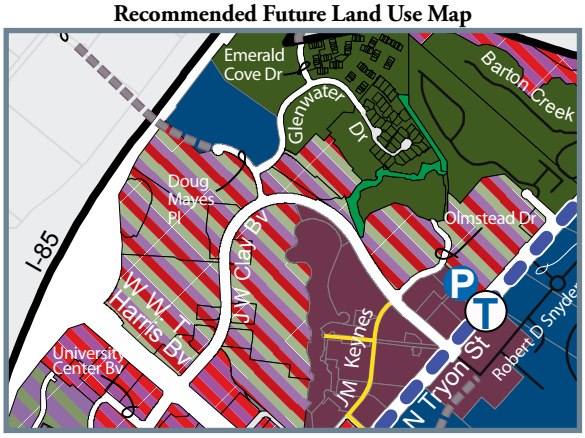
Policy Area 8 between JW Clay Blvd. and I-85

Context: *Because of its proximity to the transit station, this underutilized suburban retail area presents an opportunity for redevelopment and infill with additional development, reduced surface parking, and an enhanced street network.*

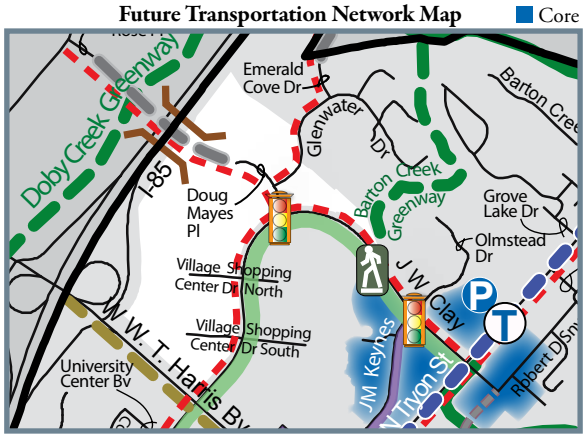
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

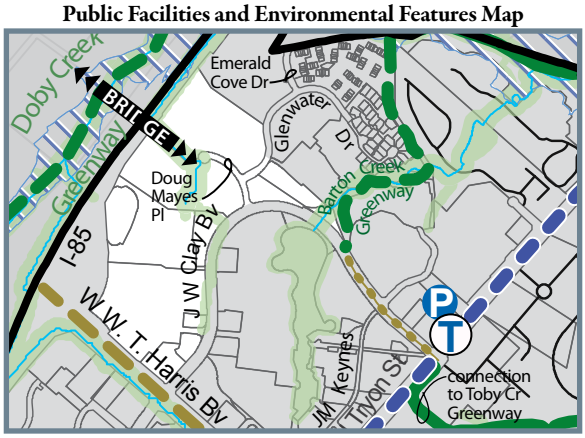
Recommended Future Land Use Map



Future Transportation Network Map ■ Core



Public Facilities and Environmental Features Map



8 Land Use and Development Policies

1. **Encourage a transition from single-use retail development to include a variety of uses. Allow moderate density residential (up to 22 DUA), office, retail, civic/institutional, and hotel/motel uses.** Residential development in this area is encouraged to include a variety of housing options (e.g. single family, duplex, triplex, quadraplex, multi-family, etc.).
2. **Drive-through facilities are appropriate on properties south of Village Shopping Center Dr. South** only if they meet the Community Design criteria below (#7). Commercial uses with gasoline pumps are not appropriate.
3. **As this area transitions to a more urban form, encourage multiple tenants** in a single building as an interim strategy to re-purpose larger buildings.

8 Community Design Policies

4. **Continue to provide a 100' landscaped buffer along W.T. Harris Blvd.** Supplement the landscaping as needed to provide a cohesive visual barrier.
5. **In the short term, encourage reuse and reinvestment** in existing buildings including façade improvements, enhanced street and pedestrian connections, breaking up of existing large surface parking lots, and incorporate additional landscaping.
6. **As redevelopment occurs, buildings should be placed at or near the back of the sidewalk and designed to activate streets.** Surface parking lots should be located to the side or rear of the buildings with no more than 35% of a site's street frontage devoted to surface parking or driveway access.* Encourage on-street parking to reduce surface parking lots. *(* refer to Volume 3: Implementation Guide for further guidance)*

Community Development Policies for Policy Area 8

Regional Services Area North

7. **Design drive-through facilities with clearly marked pedestrian crossings** and pathways so that pedestrians can easily walk from the sidewalk and parking lot to the building with minimal conflict with the drive-through lanes. Drive-through facilities are appropriate on properties south of Village Shopping Center Dr. South.

8. **Structured parking should be lined with active uses** along the street or screened from view from the street and sidewalk.

9. **Encourage plazas and open spaces.** Orient open spaces toward building entries and strategically locate courtyards and open spaces near pedestrian walkways to create desirable gathering destinations and increase safety.

10. **Buildings should be designed to avoid the appearance of having a long, continuous building wall and to break up visual mass and bulk.** Consider a combination of design techniques to achieve this including, but not limited to:

    a. **Façade modulation that provides variation in the building wall.**
    b. **Building mass separation** between all, or part, of a single building to create the appearance of multiple buildings.
    c. **Use of varying architectural styles, building heights, and/or roof pitches** to reduce the apparent size of a building.
    d. **Multi-family residential development with a variety of building mass, scale, and type** (e.g. townhomes, carriage houses, apartments, etc.).

11. **Both residential and non-residential buildings should be designed to activate the public realm** (i.e. sidewalks, streets, parks, plazas, greenways, trails, and open space). Street level building activation will promote walking and cycling, thus enhancing the area's safety and security and contributing to better public health. The following are but a few of the ways to achieve ground floor activation of the public realm. Other methods may be equally or more appropriate based on unique site criteria, as long as they contribute toward this goal.

    a. **Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors** allowing access from the sidewalk.
    b. **Non-residential and multi-family building facades with architectural elements that will help distinguish the ground floor from upper stories.**
    c. **Building corners that feature prominent entrances and/or distinctive architectural design.**
    d. **Multi-family residential development with direct connections to the sidewalk**, preferably for ground floor units, where feasible. Ground floor residential units may have vertical and/or horizontal separation from the sidewalk for privacy or to address site issues.

8 Mobility Policies

Refer also to general policies starting on page 84

12. **As redevelopment occurs, establish a new local street parallel to JW Clay Blvd.** that connects Village Shopping Center Dr. South, Village Shopping Center Dr. North, and Doug Mayes Pl. (not shown)

13. **As redevelopment occurs, construct an interconnected network of local streets** with typical block lengths of 400'.

14. **Build a new bridge across I-85 from Doug Mayes Pl. to Louis Rose Pl.** Design of the bridge should create a unique civic identity for the area and be constructed as a 2-lane Avenue with pedestrian and bicycle facilities to be determined through the planning process. This bridge, connecting land uses and street network should be reviewed during the planning process to provide safe and comfortable pedestrian and bicycle facilities for the many projected users in this area. This bridge provides multi-modal access between University Research Park and the transit station area; it should be designed to encourage pedestrian comfort with features such as wider sidewalks, railings, vegetation, and increased separation between pedestrians and the travel lanes through a variety of treatments.

Community Development Policies for Policy Area 8

Regional Services Area North

8 Open Space Policies

Refer also to general policies starting on page 101

15. **Development should preserve trees and naturally occurring vegetation along I-85 and W.T. Harris Blvd.**

16. **Incorporate open space** such as plazas, courtyards, green space, and recreation areas into new development.

Over time, this area has the potential to redevelop into a more urban form, reducing the area of large surface parking and providing a more connected street network and convenient access for pedestrians. (Community Design Policy 8 #6)

Pedestrian connectivity from University Place to this area could be improved with more comfortable barriers and clearly marked paths. (Community Design Policy 8 #5)

Another element of urban development is for the building to address the street while parking is placed to the rear or side, as shown in this image on Park Rd. in Charlotte. (Community Design 8 #6)

CHARACTER AREA 9

Corridor Services Area North

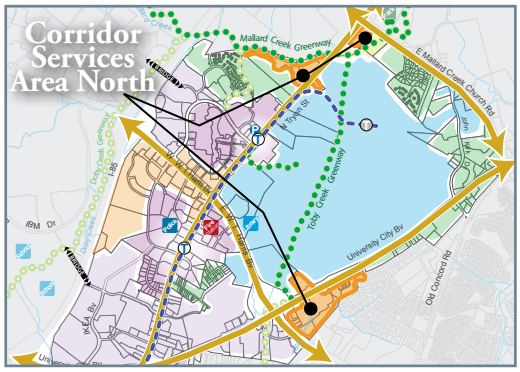
The Corridor Services Area North is composed of four individual Policy Areas:

- Policy Area 9a – On N. Tryon St. along Mallard Creek Greenway
- Policy Area 9b – Corner of N. Tryon St. and Mallard Creek Church Rd
- Policy Area 9c – On University City Blvd. W.T. Harris Blvd. intersection

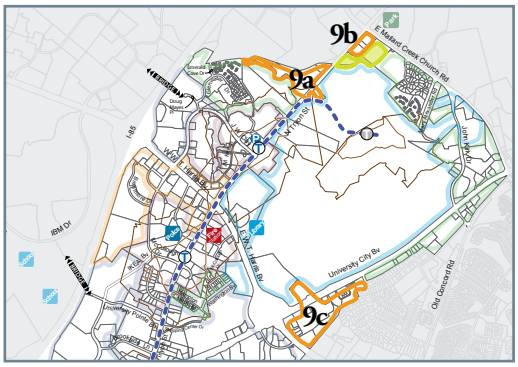
These community-serving retail areas surrounding the UNC Charlotte main campus and several residential communities, should intensify over time to create walkable mixed use environments.

These corridor areas should continue to serve the community with retail, office, entertainment, and services and over time, redevelop to a more intense, urban form with internal street networks, active uses along the streets, and a variety of uses. Recent nearby development is of an urban form with buildings at the street, and structured parking. The corridor services area north should continue a similar pattern of development to create a more consistent look and feel along the N. Tryon St. corridor.

Concept Plan



Policy Development Plan



Character Area 9 — Opportunities and Challenges

Opportunities

- Most areas are within very close proximity to existing residential development
- All areas are situated along major streets with high visibility
- Have not seen the decline of tenants on the scale that other retail centers in the area have experienced

Challenges

- Most areas lack connectivity to surrounding developments, leaving them physically and visually isolated
- Very suburban form of development that lacks presence along the street front, especially along the N. Tryon transit corridor
- Pedestrian circulation is not comfortable to navigate due to emphasis on the automobile in site design

Retail centers offer goods and services along major thoroughfares. Many are suburban in design and form.

Community Development Policies for Policy Area 9a

Corridor Services Area North includes Policies 9a, 9b, and 9c

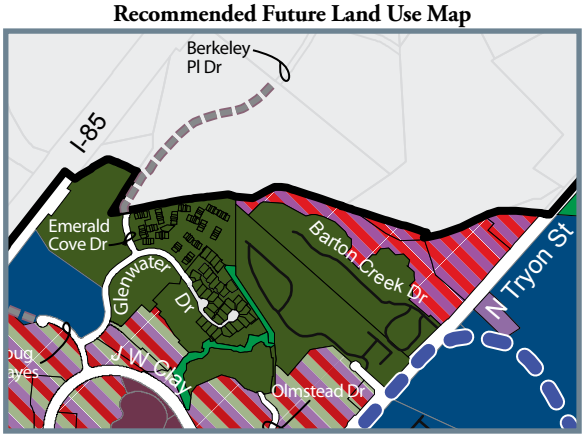
Policy Area 9a on N. Tryon St. along Mallard Creek Greenway

Context: *Suburban style strip shopping center that is somewhat disconnected from surrounding areas, but within close proximity to UNC Charlotte and two transit stations.*

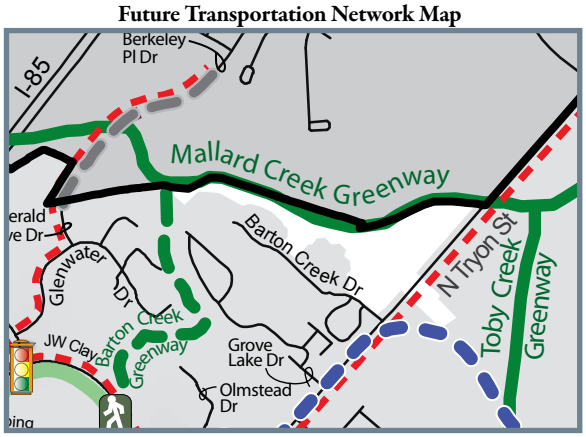
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

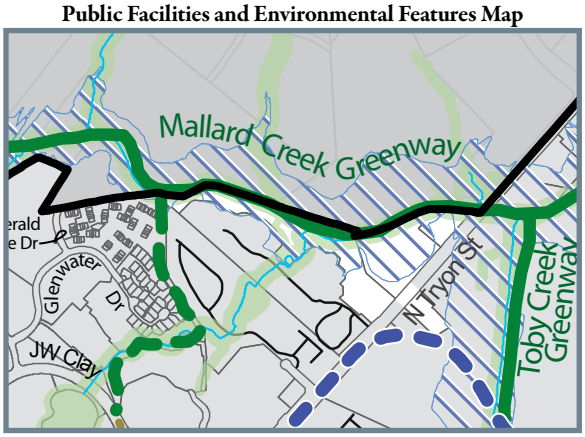
Recommended Future Land Use Map



Future Transportation Network Map



Public Facilities and Environmental Features Map



9a Land Use and Development Policies

1. **A portion of this area is located within the FEMA Floodway and Community Floodway.** Feasibility of redevelopment of properties may depend on location in relation to the floodway and floodplain. Any development or redevelopment within these areas is expected to meet FEMA and local ordinance requirements.

2. **The golf course should remain** as private open space/recreation, as part of the adjacent residential development. The clubhouse site along N. Tryon St. could be redeveloped for other retail, office, civic, or institutional uses.

3. **Along N. Tryon St., allow office, retail, and civic/institutional uses.** Retail uses with accessory drive-through facilities are appropriate, as long as they meet the Community Design criteria below (#9).

4. **If redevelopment of properties along N. Tryon St. is feasible, residential uses may also be appropriate** as part of a multi-use or mixed-use development. Residential development in this area is encouraged to include a variety of housing options (e.g. single family, duplex, triplex, quadraplex, multi-family, etc.).

9a Community Design Policies

5. **A portion of this area is located within the FEMA Floodway and Community Floodway.** Feasibility of redevelopment of properties may depend on location in relation to the floodway and floodplain. Any development or redevelopment within these areas is expected to meet FEMA and local ordinance requirements.

Community Development Policies for Policy Area 9a

Corridor Services Area North includes Policies 9a, 9b, and 9c

6. **Development should create a cohesive corridor along N. Tryon St.**, but building and landscaping placement will depend on retaining wall construction, easements, and location of right of way. See *Volume 3: Implementation Guide*, page 115, for more detailed information about development along N. Tryon St.

7. **Along N. Tryon St., improve the aesthetic quality and pedestrian environment** by adding a landscape zone directly behind the sidewalk. This area could include elements such as low walls, trees, shrubs, and seasonal plantings.

8. **Buildings should be designed to avoid the appearance of having a long, continuous building wall and to break up visual mass and bulk.** Consider a combination of design techniques to achieve this including, but not limited to:
   a. **Façade modulation that provides variation in the building wall.**
   b. **Building mass separation** between all, or part, of a single building to create the appearance of multiple buildings.
   c. **Use of varying architectural styles, building heights, and/or roof pitches** to reduce the apparent size of a building.
   d. **Multi-family residential development with a variety of building mass, scale, and type** (e.g. townhomes, carriage houses, apartments, etc.).

9. **Design drive-through facilities with clearly marked pedestrian crossings** and pathways so that pedestrians can easily walk from the sidewalk and parking lot to the building with minimal conflict with the drive-through lanes. Drive-through lanes should not be located between the building and N. Tryon St.

10. **Provide a clearly designated pedestrian path from the sidewalk to the front door** of primary structures to minimize potential conflict between pedestrians and automobiles.

11. **Encourage plazas and open spaces.** Orient open spaces toward building entries and strategically locate courtyards and open spaces near pedestrian walkways to create desirable gathering destinations and increase safety.

9a Mobility Policies

Refer also to general policies starting on page 84

12. **Establish a local street parallel to N. Tryon St. through the policy area to Barton Creek Dr.** by retaining the existing connection. As redevelopment occurs, upgrade the drive aisle to a local street. (not shown)

13. **Provide pedestrian and bicycle connectivity to the Mallard Creek Greenway via a bridge** to encourage walking and biking, as redevelopment of the shopping center occurs.

14. **Provide a direct connection between N. Tryon St. and the Mallard Creek Greenway** as part of the US 29/Mallard Creek bridge replacement project. (not shown)

9a Open Space Policies

Refer also to general policies starting on page 101

15. **Golf course should remain** as an open space amenity for the community.

16. **Preserve trees and naturally occurring vegetation to protect the FEMA 100-year flood plain for Mallard Creek.**

Future redevelopment of the existing shopping center and the golf course clubhouse should include smaller surface parking lots by incorporating trees and landscaped islands. (Community Design Policies 9a #7)

Community Development Policies for Policy Area 9b

Corridor Services Area North includes Policies 9a, 9b, and 9c

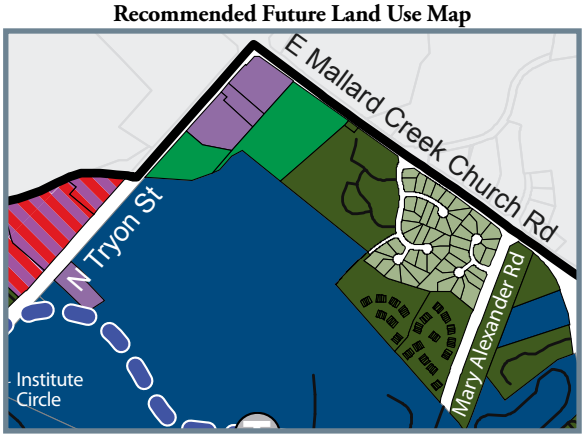
Policy Area 9b corner of N. Tryon St. and Mallard Creek Church Rd.

Context: *Surrounded by parks and greenways, potential exists for future infill development.*

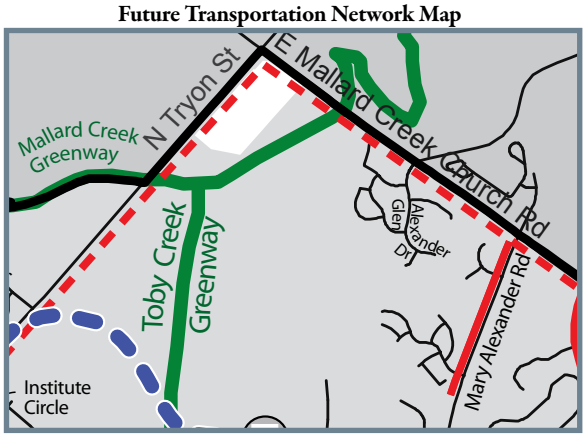
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

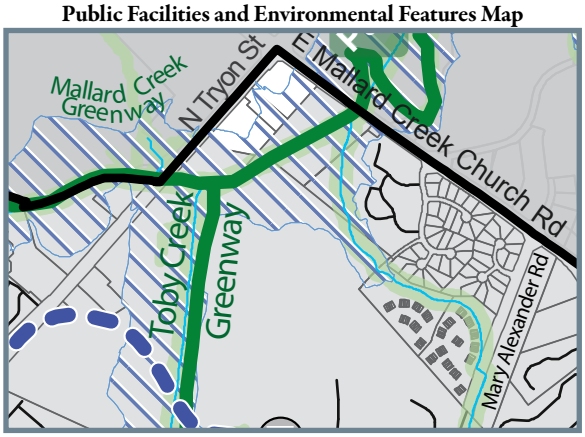
Recommended Future Land Use Map



Future Transportation Network Map



Public Facilities and Environmental Features Map



9b Land Use and Development Policies

1. **Allow office uses.**

2. **Retail uses** may be appropriate on the ground floor of a multi-storied building. Commercial uses with drive-through facilities and gasoline pumps are not appropriate.

9b Community Design Policies

3. **A portion of this area is located within the FEMA Floodway and Community Floodway.** Feasibility of redevelopment of properties may depend on location in relation to the floodway and floodplain. Any development or redevelopment within these areas is expected to meet FEMA and local ordinance requirements.

4. **As a gateway to University City, buildings should be oriented to the corner at the intersection of Mallard Creek Church Rd. and N. Tryon St.**, multi-storied and designed to feature prominent entrances and distinctive architectural features.

5. **Development should create a cohesive corridor along N. Tryon Street**, but building and landscaping placement will depend on retaining wall construction, easements, and location of right of way. See *Volume 3: Implementation Guide*, page 115, for more detailed information about development along N. Tryon St.

Community Development Policies for Policy Area 9b

Corridor Services Area North includes Policies 9a, 9b, and 9c

9b Mobility Policies

Refer also to general policies starting on page 84

6. **Establish pedestrian and bicycle connections to the Mallard Creek Greenway and Kirk Farm Fields Community Park** where topography and Mecklenburg County Park and Recreation allow, expanding the off-street network between sites. The Toby Creek Greenway will provide access to future UNC Charlotte Main transit station and campus.

7. **Provide vehicular connections between the adjacent site(s) along N. Tryon St. as development occurs.**

9b Open Space Policies

Refer also to general policies starting on page 101

8. **Preserve trees and naturally occurring vegetation to protect the FEMA 100-year flood plain.** Where feasible, provide a pedestrian/bicycle connection to the Mallard Creek Greenway.

Development at the intersection of N. Tryon St. and Mallard Creek Church Rd. should orient toward the corner and be a distinguishable gateway for University City. (Community Design 9b #4)

Community Development Policies for Policy Area 9c

Corridor Services Area North includes Policies 9a, 9b, and 9c

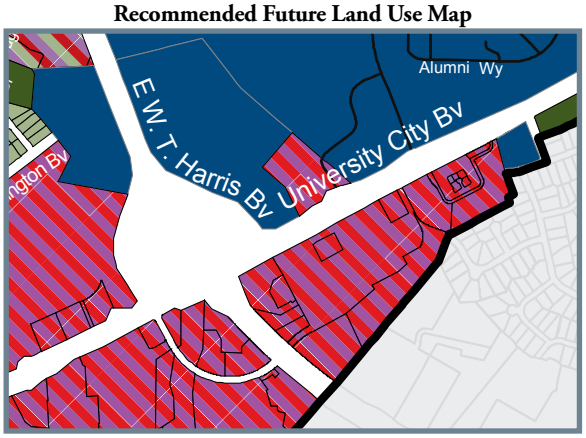
Policy Area 9c on University City Blvd W.T. Harris Blvd. intersection

Context: *Designed to serve vehicular traffic along major thoroughfares. Opportunity exists to improve safety and appearance with site design and mobility improvements.*

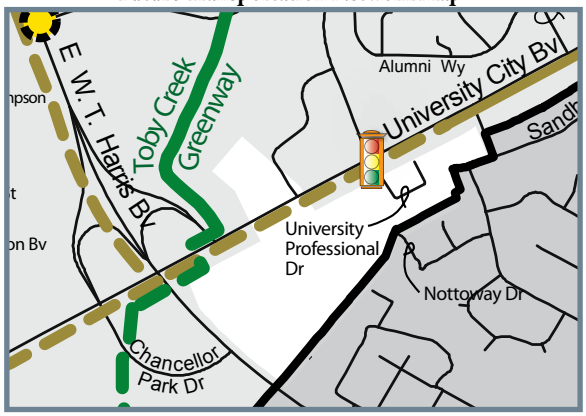
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

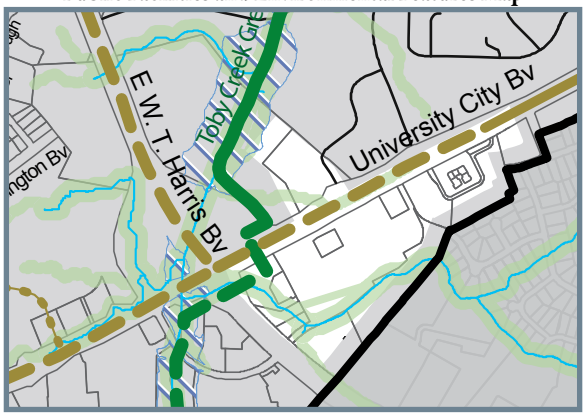
Recommended Future Land Use Map



Future Transportation Network Map



Public Facilities and Environmental Features Map



9c Land Use and Development Policies

1. **Allow office, retail, and civic/institutional uses.** Existing uses are anticipated to remain in the near term.
2. **Moderate density residential uses (up to 22 DUA)** may also be appropriate as part of a multi- or mixed-use development. Residential development in this area is encouraged to include a variety of housing options (e.g. single family, duplex, triplex, quadraplex, multi-family, etc.).

9c Community Design Policies

3. **Retain 100' landscaped buffer along W.T. Harris Blvd.** Supplement the landscaping as needed to provide a cohesive visual barrier.
4. **In the short term, encourage reuse and reinvestment in existing sites** to include enhanced street and pedestrian connections, breaking up of existing large surface parking lots, and additional landscaping.
5. **Buildings should be designed to avoid the appearance of having a long, continuous building wall and to break up visual mass and bulk.** Consider a combination of design techniques to achieve this including, but not limited to:
   a. **Façade modulation that provides variation in the building wall.**
   b. **Building mass separation** between all, or part, of a single building to create the appearance of multiple buildings.
   c. **Use of varying architectural styles, building heights, and/or roof pitches** to reduce the apparent size of a building.
   d. **Multi-family residential development with a variety of building mass, scale, and type** (e.g. townhomes, carriage houses, apartments, etc.).

Community Development Policies for Policy Area 9c

Corridor Services Area North includes Policies 9a, 9b, and 9c

6. **As redevelopment occurs along University City Blvd., locate buildings at or near the back of the sidewalk.** Provide clear glass windows and/or operable doors on the street-facing side of buildings, where feasible. All parking lots should be located to the side or rear of the buildings.

7. **Design drive-through facilities with clearly marked pedestrian crossings** and pathways so that pedestrians can easily walk from the sidewalk and parking lot to the building with minimal conflict with the drive-through lanes.

8. **Structured parking should be lined with active uses** along the street or screened from view from the street and sidewalk.

9. **Along University City Blvd.**, improve the aesthetic quality and pedestrian environment by adding a landscape zone directly behind the sidewalk. This area could include elements such as low walls, trees, shrubs, seasonal plantings, pedestrian plazas, and/or walkways.

10. **Provide a separate and clearly designated pedestrian path from the street/sidewalk to the front door** of primary structures to minimize potential conflict between pedestrians and automobiles.

9c Mobility Policies

Refer also to general policies starting on page 84

11. **Construct an interconnected network of local streets within and between sites along University City Blvd. and W.T. Harris Blvd.** to minimize driveway cuts and create a smaller block structure, as redevelopment occurs.

12. **Extend Nottoway Dr. as a local street** to improve connectivity and increase accessibility between residential and commercial uses. (not shown)

13. **Provide a new local street between Sandburg Ave., to W.T. Harris Blvd. via University Professional Dr. and a new local street through the shopping center.** (not shown)

14. **Provide vehicular connections to the adjacent multi-family community to the southeast**, where feasible, and/or provide off-street pedestrian connections to nearby residential development, as redevelopment occurs.

15. **Upgrade existing driveways/drive aisles to new local streets to create an interconnected network with typical block lengths no greater than 600', as redevelopment occurs.**

16. **Consider a potential signalized intersection at the intersection of University Professional Dr. and Cameron Blvd. on University City Blvd.**

17. **As development occurs, construct a multi-use path on both sides of University City Blvd. and on W.T. Harris Blvd. that connects to the Toby Creek Greenway extension.** Provide additional pedestrian and bicycle connections to the future expansion of Toby Creek Greenway from development. Minimizing driveway conflicts is particularly important to the function and safety of the multi-use path recommended along University City Blvd. and W.T. Harris Blvd.

9c Open Space Policies

Refer also to general policies starting on page 101

18. **Provide pedestrian and bicycle connections to the future Toby Creek Greenway expansion.**

19. **Incorporate open space such as plazas, courtyards, green space, and recreation areas into new development.**

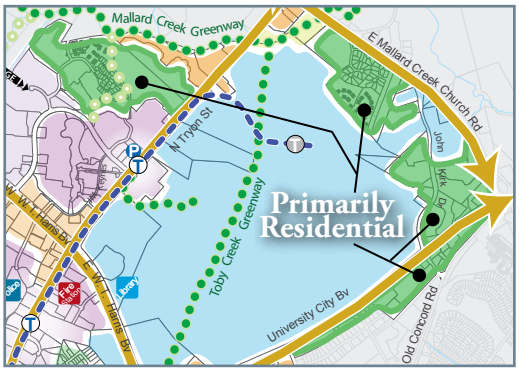
CHARACTER AREA 10

Primarily Residential

The Primarily Residential Character Area is composed of three individual Policy Areas:

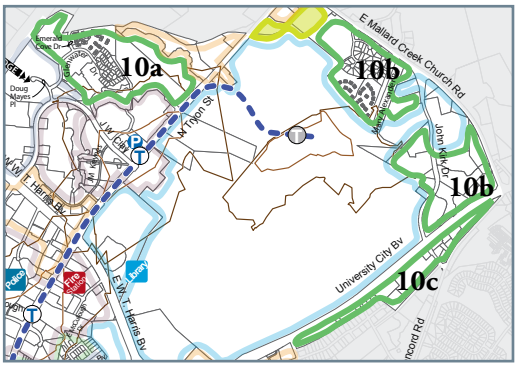
- Policy Area 10a – JW Clay Blvd area west of N. Tryon St.
- Policy Area 10b – Off Mallard Creek Church Rd, adjacent to UNC Charlotte campus
- Policy Area 10c – Along University City Blvd, across from UNC Charlotte campus

Concept Plan



The need for a variety of housing with direct connections to the transit stations and surrounding development is anticipated to intensify as the UNC Charlotte student population continues to grow. Within the plan area over 2/3 of new residential development is anticipated to be developed as rental units. The amount of for-sale development is likely to be limited due to the nature of student demand in the area; however there are significant opportunities for new residential communities within the plan area, especially near the University City Blvd. future transit station. **It is especially desirable for moderate- to high-density residential development to occur adjacent to the UNC Charlotte campus to encourage more walking and biking.**

Policy Development Plan



Character Area 10 — Opportunities and Challenges

Opportunities

- Need to provide adequate supply and mix of housing options to meet demand
- Large percentage of land is developed as residential and is anticipated to remain long-term
- Vast amount of underutilized open space, most within close proximity to a greenway

Challenges

- Developments are disconnected from one another and to the transit stations for both vehicles and pedestrians
- Form of development is fairly uniform across newer developments, lacks variety

There are a few single-family neighborhoods that are well integrated with surrounding multi-family developments.

Community Development Policies for Policy Area 10a

Primarily Residential includes Policies 10a, 10b, and 10c

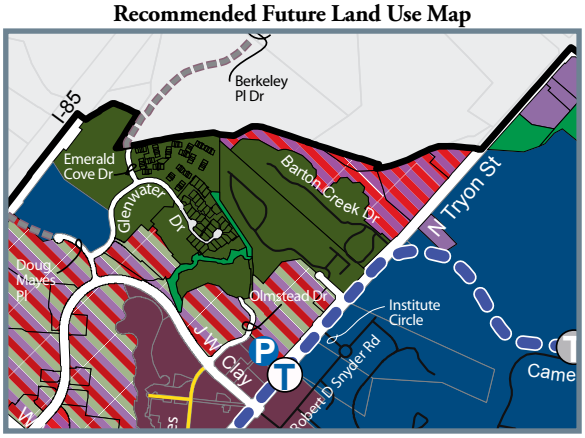
Policy Area 10a JW Clay Blvd. area west of N. Tryon St.

Context: *Existing mix of housing is anticipated to remain with the potential for redevelopment to greater intensity and more connectivity between developments, greenways, and the future transit station.*

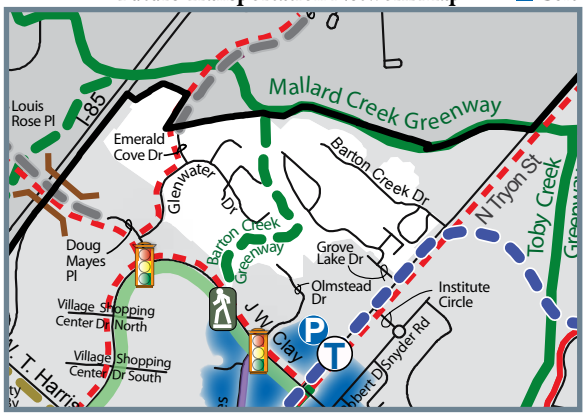
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

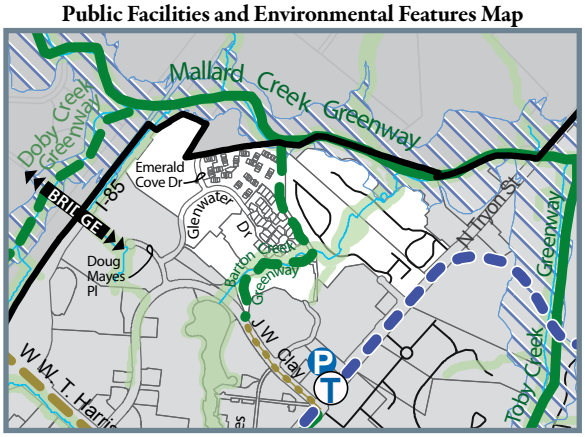
Recommended Future Land Use Map



Future Transportation Network Map ■ Core



Public Facilities and Environmental Features Map



10a Land Use and Development Policies

1. **Allow moderate density residential (up to 22 DUA) uses.** As new development and redevelopment occurs, encourage a variety of housing options (e.g. single family, duplex, triplex, quadraplex, multi-family, etc.).

2. **Civic/Institutional uses, such as the continued use of the nursing home, are appropriate.**

10a Community Design Policies

3. **Integrate landscaping and open space into new development**, consistent with the existing character of the area.

4. **Development should be sensitive to the character, views, and privacy of existing neighborhoods.** Base height adjacent to existing neighborhoods should be no greater than 4 stories and incrementally increase in height away from the neighborhood.* *(* refer to Volume 3: Implementation Guide for further guidance)*

5. **Development should create a cohesive corridor along N. Tryon St.**, but building and landscaping placement will depend on retaining wall construction, easements, and location of right of way. See *Volume 3: Implementation Guide,* page 115, for more detailed information about development along N. Tryon St.

Community Development Policies for Policy Area 10a

Primarily Residential includes Policies 10a, 10b and 10c

6. **Buildings should be designed to avoid the appearance of having a long, continuous building wall and to break up visual mass and bulk.** Consider a combination of design techniques to achieve this including, but not limited to:

    a. **Façade modulation that provides variation in the building wall.**

    b. **Building mass separation** between all, or part, of a single building to create the appearance of multiple buildings.

    c. **Use of varying architectural styles, building heights, and/or roof pitches** to reduce the apparent size of a building.

    d. **Multi-family residential development with a variety of building mass, scale, and type** (e.g. townhomes, carriage houses, apartments, etc.).

7. **As redevelopment occurs adjacent to Barton Creek and Mallard Creek greenways**, orient buildings to the greenway.

8. **Locate surface parking lots to the side or rear** of buildings that front on public streets and/or greenways.

10a Mobility Policies

Refer also to general policies starting on page 84

9. **Establish vehicular and/or pedestrian connections between developments** through cross-access agreements or other innovative approaches.

10. **Develop an interconnected network of local streets** with typical block lengths of 600' as new development and redevelopment occurs.

11. **Establish pedestrian and bicycle connections to the Barton Creek Greenway** where topography and Mecklenburg County Park and Recreation allow, expanding the off-street network between sites, and encouraging walking and bicycling to campus, transit station, and nearby destination. Consider utilizing stream buffers to establish linear connections.

12. **Extend Emerald Cove Dr.** to Berkeley Place Dr. as a 2-lane avenue across Mallard Creek.

10a Open Space Policies

Refer also to general policies starting on page 101

13. **Provide connections to the Mallard Creek and future Barton Creek Greenways.** Utilize stream buffers and other open spaces to create a linear open space network.

14. **Retain and extend the 100' buffer along I-85** and establish pedestrian and bicycle trails within it that connect to W.T. Harris Blvd.

The future development of Barton Creek Greenway provides an opportunity to create direct connections to established residential areas and future development. (Open Space Policy 10a #13)

Community Development Policies for Policy Area 10b

Primarily Residential includes Policies 10a, 10b, and 10c

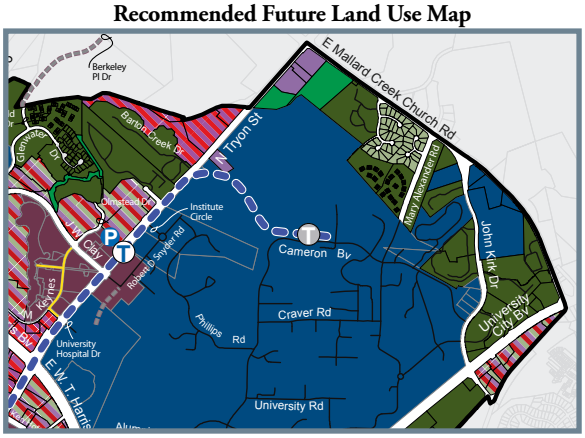
Policy Area 10b Off Mallard Creek Church Rd., adjacent to UNC Charlotte campus.

Context: *Primarily campus supportive housing anticipated to intensify over time and create a residential village. Opportunity for development to capitalize on walkability to UNC Charlotte main campus.*

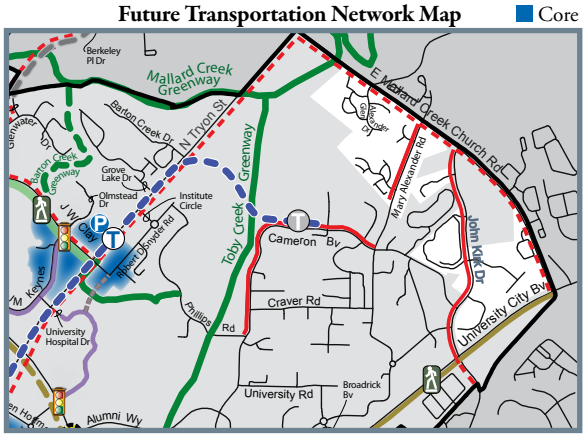
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

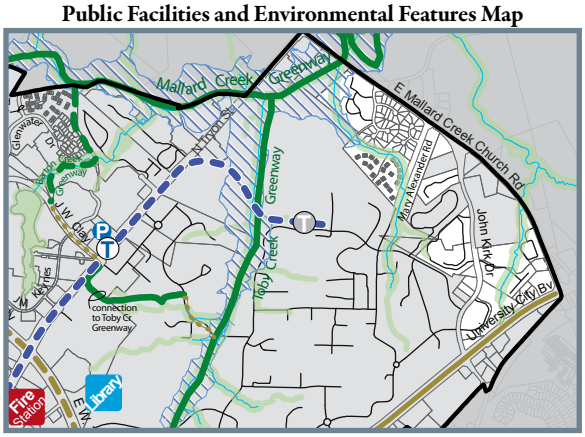
Recommended Future Land Use Map



Future Transportation Network Map ■ Core



Public Facilities and Environmental Features Map



10b Land Use and Development Policies

1. **Future development should support and enhance the established single-family residential uses in the neighborhoods near Alexander Glen Dr. and Mary Alexander Pl.**

2. **In areas outside of established single-family residential neighborhoods, moderate density residential uses (up to 22 DUA) are appropriate.** Higher densities may be appropriate if parking is reduced on site and design encourages walking and/or biking to nearby destinations. Residential development in this area is encouraged to include a variety of housing options (e.g. single family, duplex, triplex, quadraplex, multi-family, etc.). Limited retail (excluding drive-through facilities and/or gasoline pumps) may be appropriate as part of new residential development to provide goods and services to the immediate neighborhood. Locations for retail uses should be limited to Mary Alexander Rd. or John Kirk Dr. and not on Mallard Creek Church Road. Civic/institutional uses may also be appropriate.

10b Community Design Policies

3. **A portion of this area is located within the FEMA Floodway and Community Floodway.** Feasibility of redevelopment of properties may depend on location in relation to the floodway and floodplain. Any development or redevelopment within these areas is expected to meet FEMA and local ordinance requirements.

4. **Infill adjacent to existing single-family residential uses should be compatible with the form and scale of existing residential development.** Parking should be located to the rear or side of buildings.

5. **Development adjacent to established residential areas should be sensitive to the character, views, and privacy of existing neighborhoods.** Base height adjacent to existing neighborhoods should be no greater than 4 stories and incrementally increase in height away from the neighborhood.* *(*refer to Volume 3: Implementation Guide for further guidance)*

Community Development Policies for Policy Area 10b

Primarily Residential includes Policies 10a, 10b, and 10c

6. **Buildings should be designed to avoid the appearance of having a long, continuous building wall and to break up visual mass and bulk.** Consider a combination of design techniques to achieve this including, but not limited to:
   a. **Façade modulation that provides variation in the building wall.**
   b. **Building mass separation** between all, or part, of a single building to create the appearance of multiple buildings.
   c. **Use of varying architectural styles, building heights, and/or roof pitches** to reduce the apparent size of a building.
   d. **Multi-family residential development with a variety of building mass, scale, and type** (e.g. townhomes, carriage houses, apartments, etc.).

7. **New development should be designed to support pedestrian activity.** Buildings should be oriented to the street and located at or near the back of the sidewalk. Parking should be located behind buildings.

8. **All retail uses should be integrated into new residential developments to create a connected mixed- or multi-use development.** Retail uses should be designed with clear glass windows and prominent entrances with operable doors allowing access from the sidewalk. All parking lots should be located to the side or rear of the buildings.

10b Mobility Policies

Refer also to general policies starting on page 84

9. **Establish pedestrian and bicycle connections to the Mallard Creek and Toby Creek Greenways** where topography and Mecklenburg County Park and Recreation allow, expanding the off-street network between sites and encouraging walking and bicycling to campus, transit stations, and nearby destinations. Consider utilizing stream buffers to establish linear connections.

10. **As new development and redevelopment occurs, develop an interconnected network of local streets with typical block lengths of 600'.** In particular, improve connectivity between Mary Alexander Rd. and John Kirk Dr.

11. **Explore opportunities to provide alternative modes of transportation to the university and other nearby destinations**, such as a shuttle service or other innovative strategies.

12. **Encourage bicycle parking** (short- and long-term) that exceeds the minimum ordinance requirements, as new development occurs. The intent is to encourage biking to nearby destinations.

13. **Upgrade Mary Alexander Dr. to a 2-lane avenue** with sidewalks and bike lanes.

10b Open Space Policies

Refer also to general policies starting on page 101

14. **Provide connections to the Mallard Creek and Toby Creek Greenways.** Utilize stream buffers and other open spaces to create a linear open space network.

15. **As new multi-family development occurs, provide open space** that incorporates amenities such as plazas, courtyards, fountains, outdoor seating, and recreation areas. Encourage consolidation of required open space.

In some future developments, limited retail uses such as coffee shops or cafes may be appropriate within a residential development. (Land Use Policy 10b #2; Community Design Policy 10b #8)

Community Development Policies for Policy Area 10c

Primarily Residential includes Policies 10a, 10b, and 10c

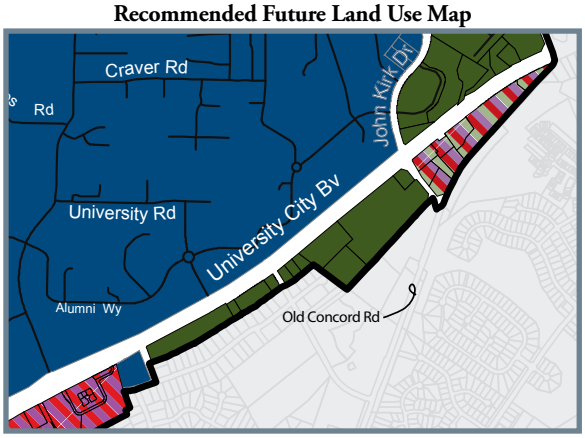
Policy Area 10c Along University City Blvd., across from UNC Charlotte campus.

Context: *Primarily campus supportive housing anticipated to intensify over time but remain compatible with nearby established residential communities.*

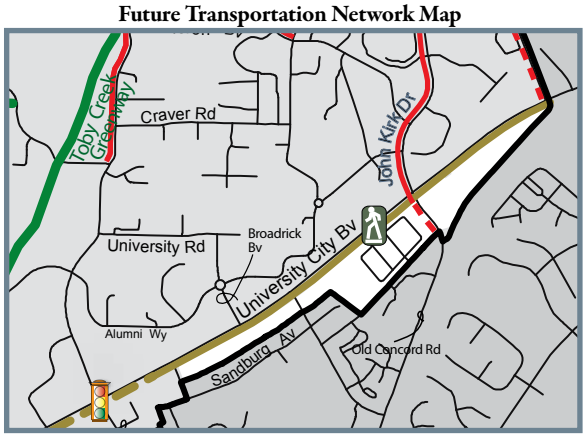
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

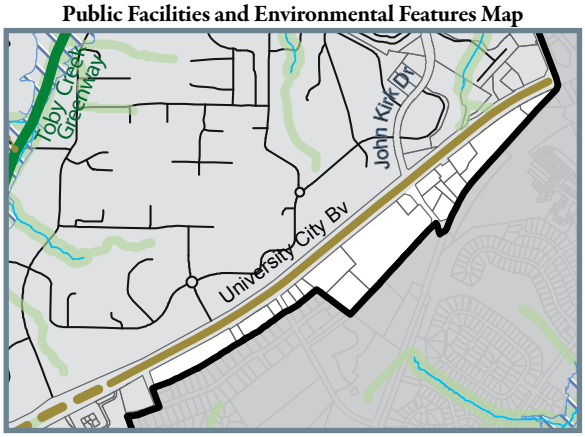
Recommended Future Land Use Map



Future Transportation Network Map



Public Facilities and Environmental Features Map



10c Land Use and Development Policies

1. **In areas outside of established single-family residential neighborhoods, moderate density residential uses (up to 22 DUA) are appropriate.** Higher densities may be appropriate if parking is reduced on site and design encourages walking and/or biking to nearby destinations. Residential development in this area is encouraged to include a variety of housing options (e.g. single family, duplex, triplex, quadraplex, multi-family, etc.). Limited retail (excluding drive-through facilities and/or gasoline pumps) may be appropriate as part of new residential development to provide goods and services to the immediate neighborhood. Locations for retail uses should be limited to University City Blvd.

2. **On sites north of John Kirk Dr., allow moderate density residential (up to 22 DUA), office, retail, and civic/institutional uses.**

10c Community Design Policies

3. **Buildings should be designed to avoid the appearance of having a long, continuous building wall and to break up visual mass and bulk.** Consider a combination of design techniques to achieve this including, but not limited to:
   a. **Façade modulation that provides variation in the building wall.**
   b. **Building mass separation** between all, or part, of a single building to create the appearance of multiple buildings.
   c. **Use of varying architectural styles, building heights, and/or roof pitches** to reduce the apparent size of a building.
   d. **Multi-family residential development with a variety of building mass, scale, and type** (e.g. townhomes, carriage houses, apartments, etc.).

Community Development Policies for Policy Area 10c

Primarily Residential includes Policies 10a, 10b, and 10c

4. **Development adjacent to established neighborhoods should be no greater than 4 stories** and may incrementally increase in height away from existing single-family residential.* *(* refer to Volume 3: Implementation Guide for further guidance)*

5. **Development should be designed to support pedestrian activity.** Buildings should be oriented to the street and located at or near the back of the sidewalk. Parking should be located behind buildings.

6. **On sites south of John Kirk Dr., all retail uses should be integrated into new residential developments to create a connected mixed- or multi-use development.** Retail uses should be designed with clear glass windows and prominent entrances with operable doors allowing access from the sidewalk. All parking lots should be located to the side or rear of the buildings.

7. **On sites north of John Kirk Dr., improve the aesthetic quality and pedestrian environment** along University City Blvd. by adding a landscape zone directly behind the multi-use path. This area could include elements such as low walls, trees, shrubs, and seasonal plantings. Provide a separate and clearly designated pedestrian path from the multi-use path to the front door of primary structures to minimize potential conflict between pedestrians and automobiles.

10c Mobility Policies

Refer also to general policies starting on page 84

8. **Reduce the number of driveways along University City Blvd.** as redevelopment occurs by providing centralized access from a local street or through a series of cross-access agreements or other innovative approaches. Minimizing driveway conflicts is particularly important to the function and safety of the multi-use path recommended along University City Blvd.

9. **As development occurs, construct a multi-use path along University City Blvd.**

10. **Provide multiple pedestrian and bicycle connections throughout developments**, including direct sidewalk connections at intersections and convenient, safe access to UNC Charlotte.

10c Open Space Policies

Refer also to general policies starting on page 101

11. **As new development occurs, provide open space** that incorporates amenities such as plazas, courtyards, fountains, outdoor seating, and recreation areas. Encourage consolidation of required open space.

Construction of the multi-use path is an important part of the area's transportation network. It is designed as a 10 foot wide paved facility that should accommodate both bicyclists and pedestrians. (Mobility Policy 10c #9)

CHARACTER AREA 11

Institutional

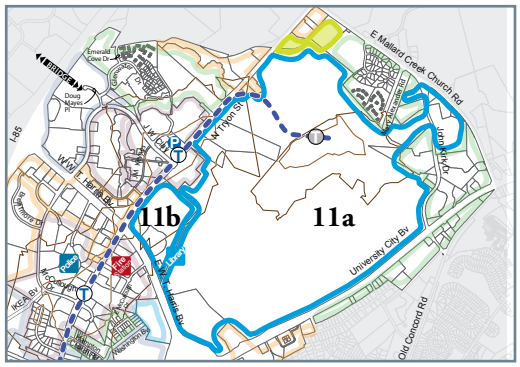
The Institutional area is composed of two individual Policy Areas:

- Policy Area 11a – UNC Charlotte main campus
- Policy Area 11b – CMC-University Hospital campus

Concept Plan

The UNC Charlotte main campus and Carolinas Medical Center-University (CMC) hospital take up a large majority of the land. They are key anchors that are anticipated to remain and expand long-term. Employees, students, and visitors of these institutions utilize housing, retail, services, entertainment, and offices in the surrounding areas and perpetuate demand for these uses. The University's plans for future development are defined in the *UNC Charlotte Campus Master Plan* (2010). This area plan recommends future development patterns and uses that are compatible with the campus master plan. The creation of physical and visual connections between the University, CMC, and the larger community is critical in achieving the vision for this policy area. **These established institutional campuses support the larger community and strengthen the area's identity and economic vitality.**

Policy Development Plan



Character Area 11 — Opportunities and Challenges

Opportunities

- Large amount of open space for expansion, especially on UNC Charlotte main campus
- Student enrollment continues to grow and increase overall population
- Campus no longer considered a "commuter school" and embraces amenities that contribute to campus life

Challenges

- UNC Charlotte and CMC have separate development plans for their campuses
- Anticipated growth will need to be accommodated in a geographically limited area
- Critical access for emergency vehicles

UNC Charlotte continues to grow and expand the campus including the recently constructed PORTAL building, shown here. UNC Charlotte plans for their growth with their Master Plan, adopted in 2010.

Community Development Policies for Policy Area 11a

Institutional Policies includes Policies 11a and 11b

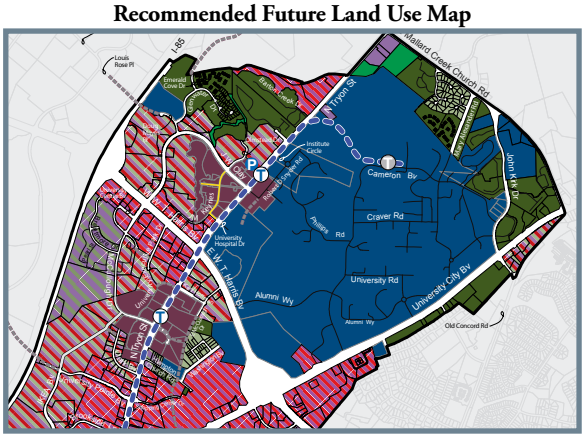
Policy Area 11a UNC Charlotte main campus

Context: *Land owned by UNC Charlotte (also the State of North Carolina) is managed and planned for by the University. This area plan intends to complement the UNC Charlotte Master Plan (2010).*

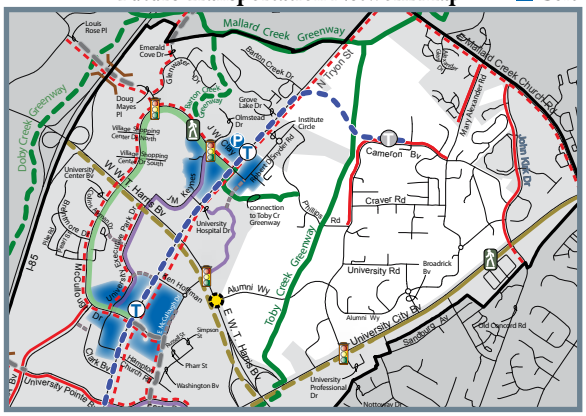
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

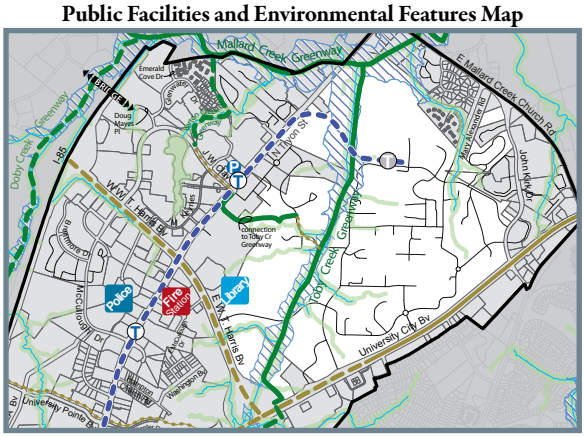
Recommended Future Land Use Map



Future Transportation Network Map ■ Core



Public Facilities and Environmental Features Map



11a Land Use and Development Policies

1. **Civic/Institutional uses are appropriate** including but not limited to campus administration, athletics, classrooms, recreation, research facilities, dormitories and on-campus housing.

11a Community Design Policies

2. **Community design within the campus is planned for by UNC Charlotte.** This area plan encourages development that is compatible with UNC Charlotte's vision for the campus and complements the surrounding community.

3. **A portion of this area is located within the FEMA Floodway and Community Floodway.** Feasibility of redevelopment of properties may depend on location in relation to the floodway and floodplain. Any development or redevelopment within these areas is expected to meet FEMA and local ordinance requirements.

4. **Development should create a cohesive corridor along N. Tryon Street**, but building and landscaping placement will depend on retaining wall construction, easements, and location of right of way. See *Volume 3: Implementation Guide,* page 115, for more detailed information about development along N. Tryon St.

11a Mobility Policies

Refer also to general policies starting on page 84

5. **Mobility within the campus is planned for by UNC Charlotte.** This area plan encourages connectivity between the campus and surrounding areas, particularly to student housing, entertainment districts, and the transit stations.

Community Development Policies for Policy Area 11a

Institutional Policies includes Policies 11a and 11b

6. **Establish a multi-use path on University City Blvd.** (extending from existing path between Mallard Creek Church Rd. and Broadrick Blvd.) and on W.T. Harris Blvd.

7. **As redevelopment occurs, reduce driveways along University City Blvd. and W.T. Harris Blvd.** by providing primary access from a local street or through a series of cross-access agreements or other innovative approaches. Minimizing driveway conflicts is particularly important to the function and safety of the multi-use path recommended along University City Blvd. and W.T. Harris Blvd.

8. **Consider a median opening on W.T. Harris Blvd. at Alumni Way.**

9. **Consider a potential signalized intersection at the intersection of University Professional Dr. and Cameron Blvd.** on University City Blvd.

11a Open Space Policies

Refer also to general policies starting on page 101

10. **Open space within the campus is planned for by UNC Charlotte.** This area plan identifies the need to provide pedestrian and bicycle connections to the Mallard Creek Greenway and Toby Creek Greenway that cross the UNC Charlotte campus.

11. **Open space and plazas should be used to visually connect development on campus to adjoining development across major streets, specifically along N. Tryon Street at JW Clay Blvd and Institute Circle.** If plazas are not developed, incorporate a publicly accessible courtyard into development at those intersections.

UNC Charlotte has experienced recent growth on the west side of campus that includes the football stadium, shown here. UNC Charlotte plans for their growth with their Master Plan, adopted in 2010. (Community Design Policy 11a #2)

Community Development Policies for Policy Area 11b

Institutional Policies includes Policies 11a and 11b

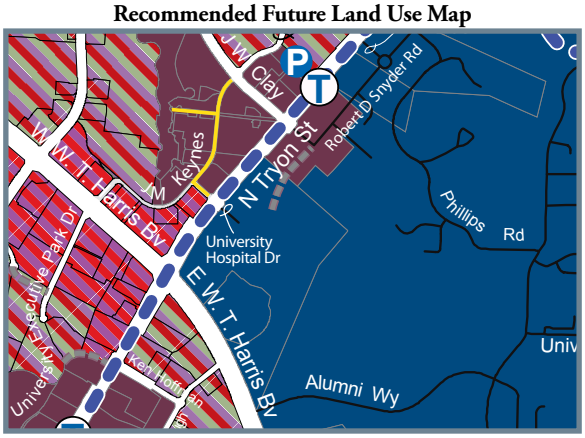
Policy Area 11b Carolinas Medical Center-University Hospital campus

Context: *Anticipated to remain a full-service hospital and expand in its current location. This area plan supports development that is complementary to the hospital and surrounding development.*

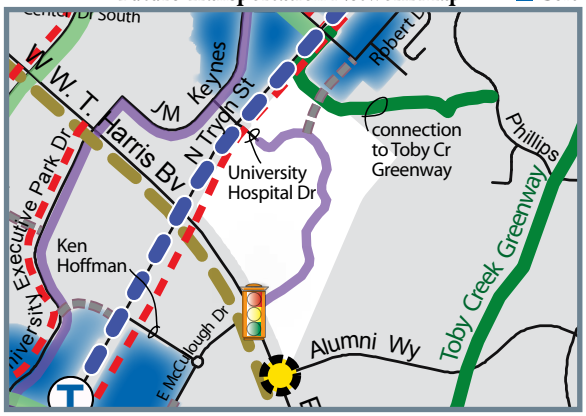
Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.

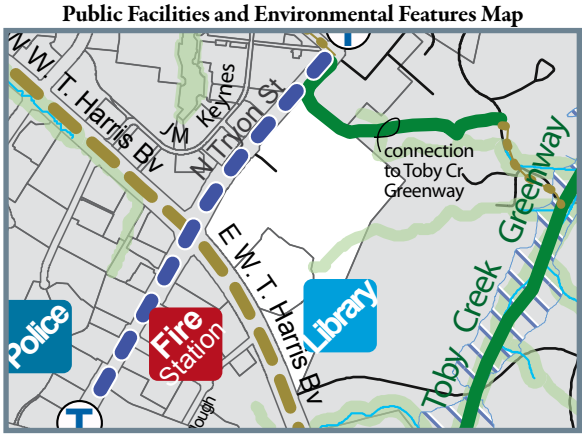
Recommended Future Land Use Map



Future Transportation Network Map ■ Core



Public Facilities and Environmental Features Map



11b Land Use and Development Policies

1. **Civic/Institutional uses including the hospital and associated medical offices are appropriate.**

2. **The University City Regional Library is anticipated to remain at this time.** However, when demand and funding suggest that relocation is likely, sites near JW Clay Blvd./UNC Charlotte transit station area should be considered.

11b Community Design Policies

3. **Development should create a cohesive corridor along N. Tryon Street**, but building and landscaping placement will depend on retaining wall construction, easements, and location of right of way. See *Volume 3: Implementation Plan*, page 115, for more detailed information about development along N. Tryon St.

4. **Orient buildings toward N. Tryon St.** and the internal street network.

11b Mobility Policies

Refer also to general policies starting on page 84

5. **Establish a street connection between Robert D. Snyder Rd. and University Hospital Dr.** The alignment is conceptual but vehicular and pedestrian connectivity between the hospital and campus is desirable.

6. **Upgrade University Hospital Dr. to include sidewalks between W.T. Harris Blvd. and N. Tryon St.**

Community Development Policies for Policy Area 11b

Institutional Policies includes Policies 11a and 11b

7. **Establish a multi-use path on W.T. Harris Blvd.**

8. **As redevelopment occurs, limit new driveways along W.T. Harris Blvd.** by providing primary access from a local street or through a series of cross-access agreements or other innovation approaches. Minimizing driveway conflicts is particularly important to the function and safety of the multi-use path recommended along W.T. Harris Blvd.

9. **Consider a potential signalized intersection at the intersection of E. McCullough Dr. and University Hospital Dr.** on W.T. Harris Blvd.

11b Open Space Policies

Refer also to general policies starting on page 101

10. **Incorporate open space and walking trails** in future development as an amenity, particularly for hospital employees and visitors. Trails should link to the Toby Creek Greenway, when feasible.

Carolinas Healthcare System (also known as Carolinas Medical Center, CMC) is another major institutional anchor for University City.

UCAP/BLE

Transportation Policies

Streets connect people to places. As the public face of any neighborhood, streets can set the tone for the surrounding environment and should help create a sense of community. The University City area is within the Northeast Corridor, and is characterized by an existing mix of auto-oriented commercial, institutional and residential uses that depend primarily on access from the major thoroughfares in the area.

As the area develops, the area plan's vision is to encourage higher-density, mixed-use, transit oriented development within the BLE transit station areas. The creation of an interconnected, transportation street network will be essential to provide accessibility throughout University City. City-sponsored capital improvements such as the *Northeast Corridor Infrastructure* (NECI) *Program*, as well as improvements facilitated by private investment during the land development process, will be crucial in improving access throughout the area.

The purpose of this section is to provide policy guidance that will enhance the University City transportation network. These recommendations were identified through a number of sources, including city-sponsored capital projects such as the Blue Line Extension project and the NECI Program, projects underway as a result of land development, and improvements identified during the development of this plan.

Generalized, area-wide recommendations are described below, while recommendations with specific locations are described in the Community Development Policies for each Policy Area. Some recommendations are also cross-referenced to item numbers in *Volume 3: Implementation Guide* section of this plan.

Transportation Network Policies

T1 **Develop new, parallel and perpendicular avenues to N. Tryon St..** The vehicle capacity of N. Tryon St. is not expected to substantially increase in the future. Additional network is important to provide additional route options and reduced dependence on N. Tryon St. for many local trips. The following extensions or re-alignments (shown on **Map** 7, page 85 – Future Transportation Network map) should be designed as avenues for accessibility and circulation throughout the area:

- Berkeley Place Dr. extension to Emerald Cove Dr.
- E. McCullough Dr. extension to Shopping Center Dr.
- Macfarlane Blvd. extension to the I-85 connector, including working with the NCDOT towards a possible median opening and connection to N. Tryon St.
- Periwinkile Hill Ave., a new street extending northwest from the University City transit station, perpendicular to N. Tryon St.
- Periwinkile Hill Ave., a new street extending southeast from the University City transit station, perpendicular to N. Tryon St.
- New street extending generally parallel to N. Tryon connecting the I-85 connector, Rocky River Road W, and University City Blvd.

T2 **Provide additional connectivity over Interstate 85 between University City and the University Research Park** with the University Pointe Blvd. and Doug Mayes Pl. extensions. These street connections over I-85 will better link the University City area with the activity center at University Research Park by providing additional route options for pedestrians, bicyclists and motorists and reduce reliance on W.T. Harris Blvd.

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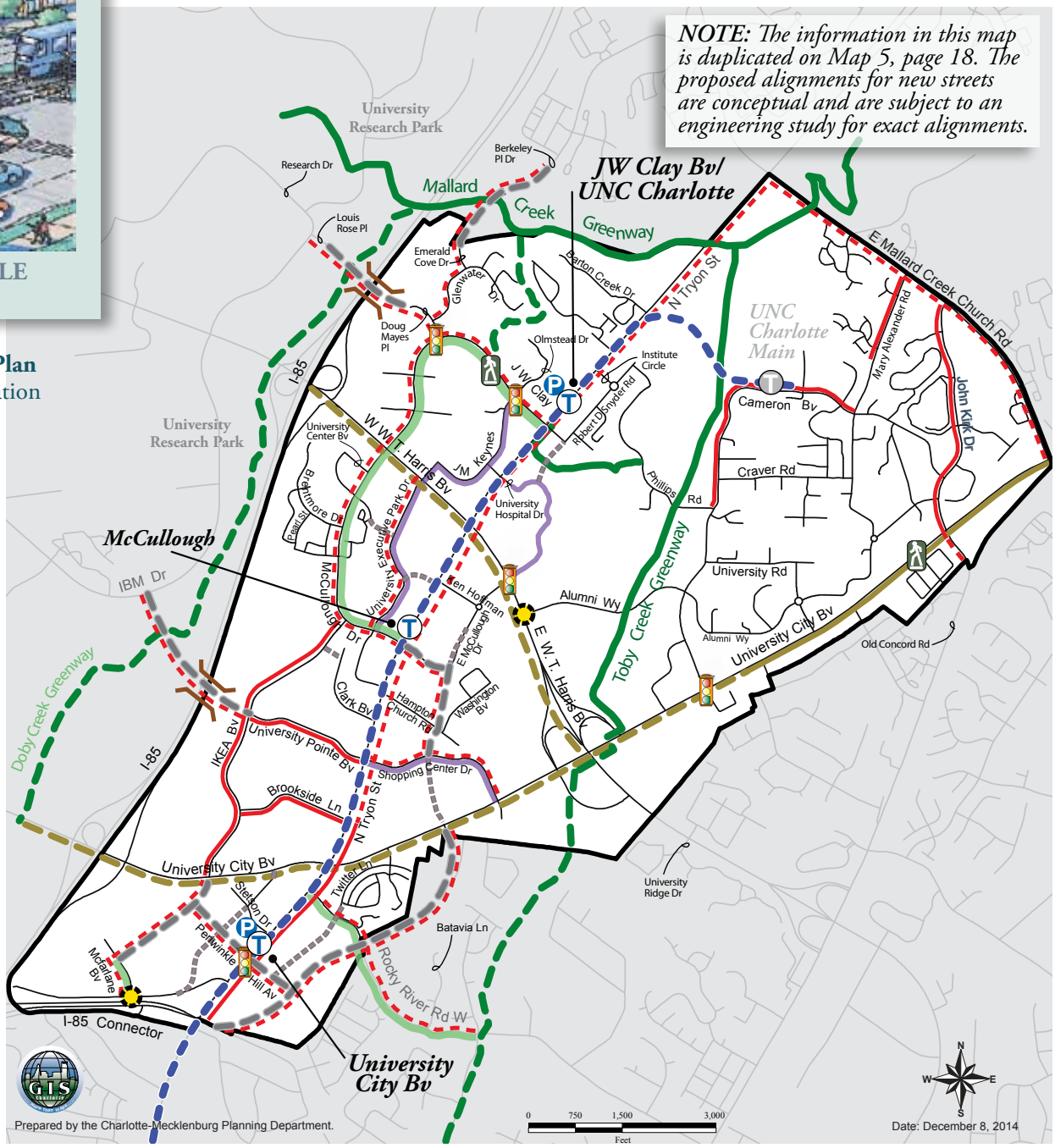
Concept Plan
Transportation

TRANSPORTATION POLICIES

Map 7: FUTURE TRANSPORTATION NETWORK MAP

NOTE: The information in this map is duplicated on Map 5, page 18. The proposed alignments for new streets are conceptual and are subject to an engineering study for exact alignments.



Transportation Projects

- Proposed Local Street
- Proposed Avenue
- Existing Bicycle Lane
- Proposed Bicycle Lane
- Proposed Upgraded Street
- Proposed Streetscape
- Proposed Multi-Use Path
- Existing Multi-Use Path
- Proposed Median Opening
- Potential Signalized Intersection
- Proposed Pedestrian Hybrid Beacon
- Proposed Bridge
- Existing Greenway
- Proposed Greenway
- Proposed Light Rail Station and Corridor
- Proposed LYNX Park and Ride
- *Proposed UNC Charlotte Main Light Rail Station is not included in this update*

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T3 **Construct key street connections** (shown on **Map** 7, page 85) to provide accessibility to the transit stations, as well as create a smaller blocks supportive of denser, more walkable development. The existing street network lacks connectivity between different land uses, as well as to N. Tryon St. and the light rail stations. Some of the connections below were identified by the NECI program and provide important accessibility throughout the station areas.

Important street connections include, but are not limited to:

- IKEA Blvd. extension between University City Blvd. and McFarlane Blvd.
- Connection between IKEA Blvd. and Clark Blvd.
- Connection between I-85 Service Road and Stetson Dr.
- Ken Hoffman Dr. extension between N. Tryon St. and University Executive Park Dr.
- Collins-Aikman Dr. extension to University Executive Park Dr.
- Emerald Cove Dr. extension to Berkeley Place Dr.
- E. McCullough Dr. extension between E. McCullough Dr., N. Tryon St. and Shopping Center Dr.
- Carolyn Ln. extension between University City Blvd. and Shopping Center Dr.
- Connection between University Hospital Dr. and Robert D Snyder Rd.
- Connection between Rocky River Rd. W. and N. Tryon St. at University City Blvd. Transit Station
- Pike Rd. extension to Collins-Aikman Dr. (not shown)
- Pearl St. extension to IKEA Blvd. (not shown)
- Nottoway Dr. extension to University City Blvd. (not shown)
- New street between University Professional Dr. and the intersection of W.T. Harris Blvd. and Chancellor Park Dr. (not shown)

T4 **Develop a network of local streets** as development occurs. Block lengths within a Transit Station Area should be generally no more than 400', consistent with the Transit Station Area Principles and Urban Street Design Guidelines (see *Volume 4: Adopted Plans and Policies,* page 121). A more robust system of local streets offers alternatives to thoroughfares for shorter trips, as well as supporting denser development and pedestrian accessibility. A possible example includes the redevelopment of the large retail parcels on the west side of JW Clay Blvd. which will provide the opportunity to create a local street paralleling JW Clay between Village Shopping Center Dr. S and Doug Mayes Place. For areas outside of transit station areas, the block lengths should be consistent with the Urban Street Design Guidelines and Subdivision Ordinance. This plan area lies within a Growth Corridor, so most block lengths should be no greater than 600'. (* General Transportation Policy)

T5 **Upgrade key streets to provide accommodations for pedestrians and bicyclists.** (shown on **Map** 7, page 85) When new streets are built, they are required to have sidewalks per City ordinance. However, many existing roads within the plan area, both publicly and privately owned, lack facilities to accommodate pedestrians and bicyclists. For example, providing sidewalks and bicycle facilities on the following streets will provide important access from light rail stations to destinations throughout the area:

- Macfarlane Blvd.
- I-85 Service Rd.
- Rocky River Rd. West
- Shopping Center Dr.
- McCullough Dr.
- University Executive Park Dr.
- JM Keynes Dr.
- JW Clay Blvd.
- Mary Alexander Rd.
- Private street between JM Keynes Dr. and JW Clay Blvd. (parallel to W.T. Harris Blvd.) (not shown)

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T-6 Develop a network of multi-use trails connecting through the University City area and linking to other areas of Charlotte. The connected Mallard Creek, Clarks Creek, and Toby Creek greenways already provide an extensive network throughout Northeast Charlotte. (shown on **Map** 7, page 85) The extension of Toby Creek greenway south of UNC Charlotte, as well as the construction of the Cross Charlotte Trail from Uptown to Toby Creek, will ultimately provide a seamless pedestrian and bicycle connection from the Town of Pineville, through Center City and University City, and into Cabarrus County.

T-7 Multi-use paths are recommended along W.T. Harris Blvd. and University City Blvd. (shown on **Map** 7, page 85) The paths are recommended at the edge of the right-of-way along W.T. Harris due to the type of street and lack of parallel street network that would provide alternate routes for pedestrians and bicyclists. The paths are recommended along University City Blvd. in support of the adjacent UNC Charlotte campus, student-oriented housing, and supporting services that create a large demand for walking and bicycling along this corridor. These multi-use paths adjacent to roads will require the consolidation of intersecting driveways to maintain a safe, acceptable level-of-service for pedestrians and bicyclists. The preferred access spacing to safely accommodate multi-use paths is recommended at 880' or greater for street intersections and 440' or greater for driveways.

T8 Create new bicycle-pedestrian connections. Where street connections are not possible or where even greater pedestrian/bicycle connectivity is desired, consider providing bicycle-pedestrian connections. (shown on **Map** 7, page 85)

Important bicycle-pedestrian connections include, but are not limited to:

- The planned Barton Creek greenway between Mallard Creek greenway and JW Clay Blvd.
- Between IKEA Blvd. and Stetson Dr.
- Between N. Tryon St. and the Mallard Creek greenway
- Between Toby Creek Greenway and N. Tryon St. through the UNC Charlotte and CMC-University campuses

T9 Provide pedestrian crossings to access station areas and facilitate pedestrian crossings along long blocks. With the implementation of light rail in the median of N. Tryon St., additional crossings are unlikely along this street. For other streets within the station areas, mid-block or non-signalized crossings may be considered on block lengths longer than 400'. (* General Transportation Policy)

T10 Consider new signalized intersections and/or pedestrian hybrid beacons to enhance access, circulation and provide crossing opportunities for pedestrians. With the implementation of light rail in the median of N. Tryon St., additional signalized intersections are unlikely along this street. However, future signalized intersections and other crossing opportunities should be considered along other streets in the University City area. (* General Transportation Policy)

T11 Provide pedestrian connections between adjacent parcels and the sidewalk along N. Tryon St.. In some locations, retaining walls may preclude frequent individual connection, but pedestrian passages and connections should be built where feasible. (* General Transportation Policy)

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T12 Create bicycle lanes along avenues via street conversions and streetscape projects. Bicycle lanes are the expected bicycle facility along avenues and boulevards. A new curbline will be required of development along streets identified with bike lanes, especially when moving the curb for other needs. If not needing to move the curb during development, a wider planting strip with trees offset from the curb and closer to the sidewalks should be provided, in order to preserve the space for future bike lanes. (* General Transportation Policy)

T13 Add shared lane markings to Main Streets and physically constrained Avenues. Main Streets, due to low speeds, allow bicyclist to comfortably ride in mixed traffic. Shared lane markings on Main Streets may help remind motorists to share the road and direct cyclists to ride outside the door zone of parked automobiles. Avenues, on the other hand, ideally have bicycle lanes. However, where major redevelopment is largely not envisioned by the area plan, shared lane markings provide an opportunity to connect gaps in the thoroughfare bicycle network until such time as bicycle lanes or other bicycle specific facilities are provided through reconstruction of the street. (* General Transportation Policy)

T14 Consider innovative bicycle treatments on a case-by-case basis. Buffered bicycle lanes, cycletracks, bicycle boulevards and other innovative bicycle treatments may enhance the bicycle network recommended as part of this area plan, and should be considered where conditions allow their implementation. (* General Transportation Policy)

T15 Facilitate cross-access and parallel connections to N. Tryon St., University City Blvd., and W.T. Harris Blvd. New development should limit driveways along these major streets, while incorporating multiple access points through secondary driveways located on perpendicular streets, cross-access driveways and parallel street connections. While short blocks are generally preferred in station areas, the presence of multi-use paths along University City Blvd. and W.T. Harris Blvd. make cross-access and driveway consolidation particularly important. (* General Transportation Policy)

T16 Eliminate gaps within the sidewalk system. The City's Sidewalk Program prioritizes construction of sidewalks along thoroughfares. Among the many public and private local streets within the area without sidewalks, land redevelopment may provide opportunities to upgrade streets to include sidewalks. If implemented via the Sidewalk Program, sidewalk construction on local streets would require residential support through a petition-based process prior to implementation. Other City programs may assist with sidewalk construction as well. (* General Transportation Policy)

T17 Reconfigure area transit routes. With the opening of the Blue Line Extension (BLE), CATS will significantly reconfigure the area's bus route network. The current North Tryon bus service (Route 11) will largely be replaced by the BLE, especially within the University City area, where the light rail line runs directly along N. Tryon St. Two of the University City area's new BLE stations will provide connecting bus routes:

- University City Blvd. Station: Three bus bays for connecting routes to University City area and North Charlotte
- JW Clay Blvd./UNC Charlotte Station: Two bus bays for connecting routes to University City area and East Charlotte

(* General Transportation Policy)

*** General Transportation Policy**
applies throughout the plan area, but are not yet identified for specific locations on the Future Transportation Network maps.

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Street Cross-Sections

The streetscape cross-sections and development standards will help shape the character of the future street network. Future street cross-sections have not been determined where few changes are anticipated, primarily in residential neighborhoods. Cross-sections are in accordance with the *Urban Street Design Guidelines* (USDG), adopted by City Council in 2007.

The streetscape cross-sections specifically define the character and width of the area behind the curbs for sidewalks, landscaping, and pedestrian amenities as well as building setback guidelines. They also illustrate the future character inside the curbs, visualizing the conceptual location for travel lanes, bicycle lanes, transit, and provisions for on-street parking. The streetscape cross-sections will be used by the Charlotte Department of Transportation (CDOT) and the Charlotte-Mecklenburg Planning Department to set the location of the ultimate curb lines.

When this plan is adopted, the streetscape standards specified herein will become the official regulating "Streetscape Plan" for each area, as referenced in the *Charlotte Zoning Ordinance*. As such, future development zoned PED Overlay, MUDD, NS, UR, TOD, TS, UMUD, or other urban zoning districts that may be established, must be designed in accordance with these standards. Future development not zoned to one of these urban districts will be required to construct the streetscape as may be indicated under other applicable regulations. The four street types used within the plan area are listed below.

Avenues can serve a diverse set of functions in a wide variety of land use contexts. They are the most common non-local street type in the plan area, as well as in Charlotte. Avenues provide access from neighborhoods to commercial areas, between areas of the city, and in some cases, through neighborhoods. They are designed to provide a balance of service for all users, but with special emphasis on pedestrians and localized transit services. Avenues may also have options for on-street parking and dedicated bicycle lanes.

Boulevards are intended to move large numbers of vehicles from one part of the city to another. As a result, the modal priority on Boulevards shifts (from the Main Street's pedestrian priority and the Avenue's modal balance) somewhat towards motor vehicles, while still accommodating pedestrians and cyclists as safely and comfortably as possible. Many major thoroughfares will be classified as Boulevards and, as with Avenues, a variety of land uses and development intensities will be found along Boulevards.

Parkways are the most motor vehicle-oriented of Charlotte's street types. A Parkway's primary function is to move large volumes of motor vehicles efficiently from one part of the city to another. Therefore, these roadways are designed to serve high traffic volumes at relatively high speeds. In keeping with their motor vehicle function and design orientation, there should not be pedestrian-oriented land uses located adjacent to Parkways.

Main Streets provide access to and function as centers of civic, social, and commercial activity. They may exist in older neighborhood centers or business areas. New Main Streets may be developed in mixed-use developments or as part of pedestrian-oriented developments. Main Streets are pedestrian-oriented to complement the development next to the street. Main Street development is people-intensive and pedestrian-scaled, both in terms of design and land use. Main Street land uses should be generators and attractors of pedestrian activity.

Local Streets provide access to residential, commercial, or mixed-use districts. Many of Charlotte's streets are classified as local streets and are typically built as development occurs. The cross-section of these local streets is determined by the City's land development ordinances, based on the land use type and intensity. This area plan has identified some areas where specific setback dimensions are desired, and these dimensions are defined in the cross section. Local Streets within neighborhoods are likely to remain unchanged and therefore a specific cross-section is not provided for them.

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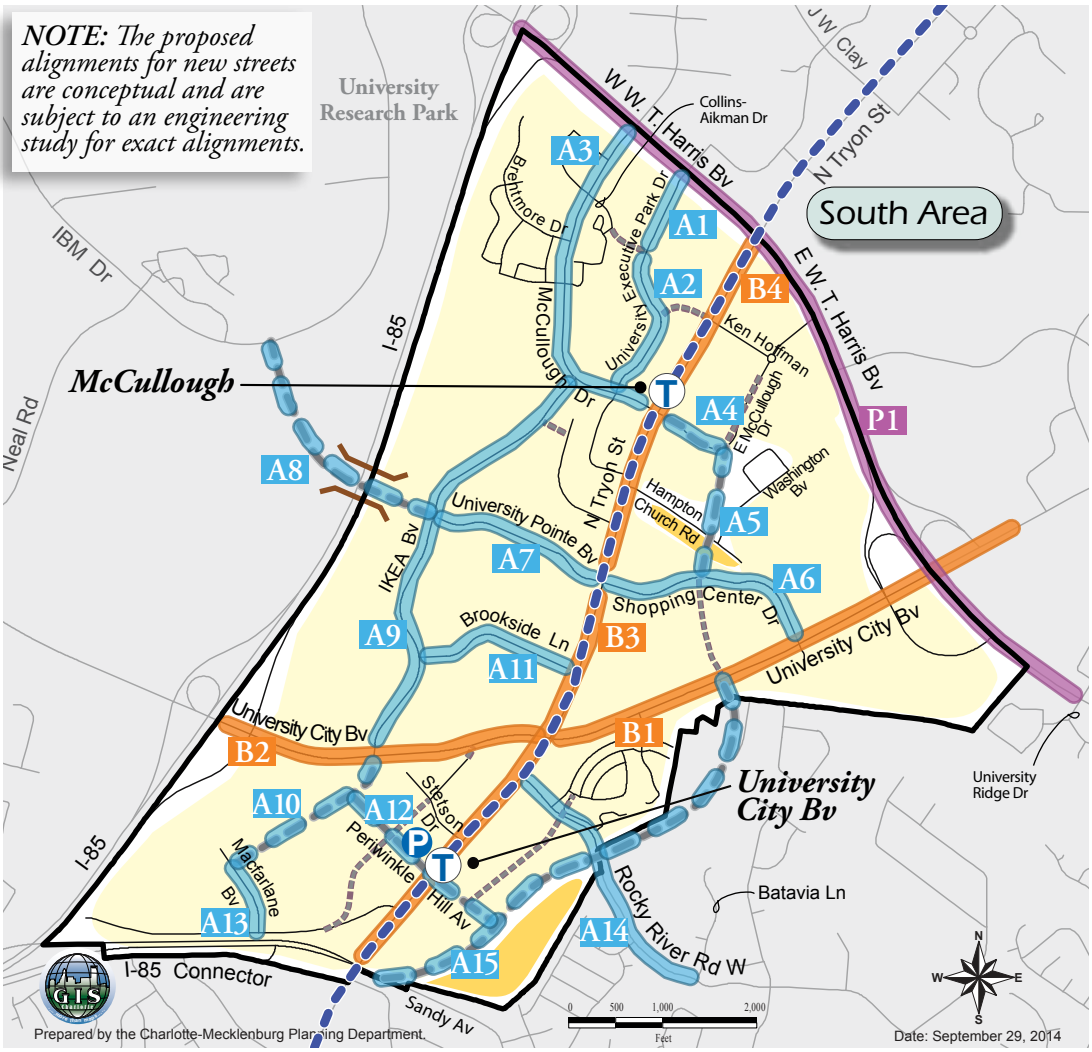
UNIVERSITY CITY AREA PLAN

Map 8: South Area CROSS-SECTION LOCATIONS



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Transportation

SOUTH AREA

University City Boulevard and McCullough Cross-Section Locations

Avenues

- **A1** University Executive Park Dr (WT Harris Bv to Collins-Aikman Dr extension)
- **A2** University Executive Park Dr (Collins-Aikman Dr extension to McCullough Dr)
- **A3** McCullough Dr (WT Harris Bv to N Tryon St)
- **A4** East McCullough Dr (existing) (N Tryon St to E McCullough Dr extension)
- **A5** East McCullough Dr extension (new) (E McCullough Dr to Shopping Center Dr)
- **A6** Shopping Center Dr (N Tryon St to University City Bv)
- **A7** University Pointe Bv (N Tryon St to IKEA Bv)
- **A8** University Pointe Bv extension (new) (IKEA Bv to IBM Dr)
- **A9** IKEA Bv (McCullough Dr to University City Bv)
- **A10** IKEA Bv (new) (University City Bv to Macfarlane Bv)
- **A11** Brookside Ln (IKEA Bv to N Tryon St)
- **A12** Periwinkle Hill Av (new) (IKEA Bv to A15)
- **A13** Macfarlane Bv (IKEA Bv to I-85 Connector)
- **A14** Rocky River Rd West (N Tryon St to Batavia Ln)
- **A15** New Street (I-85 Connector to University City Bv)

Boulevards

- **B1** University City Bv (N Tryon St to Mallard Creek Church Rd)
- **B2** University City Bv (I-85 to N Tryon St)
- **B3** North Tryon St (Sandy Av to Shopping Center Dr/University Pointe Bv)
- **B4** North Tryon St (Shopping Center Dr/University Pointe Bv to WT Harris Bv)

Parkways

- **P1** WT Harris Bv (I-85 to University Ridge Dr)

Local Streets

Transit Station Areas / Mixed-Use Areas

Local streets in these areas are expected to be designed to either the residential-wide or office/commercial-wide cross-section, depending on the adjacent land use. The cross-section of local streets outside of the transit-supportive/mixed-use areas are best determined by Charlotte's land development ordinances. (Cross-sections not provided in this document.)

Areas with Specific Setbacks on Local Streets

These areas have been identified for specific setbacks for residential uses along local streets. The intent is to provide clear guidance for future development, especially within urban zoning districts.

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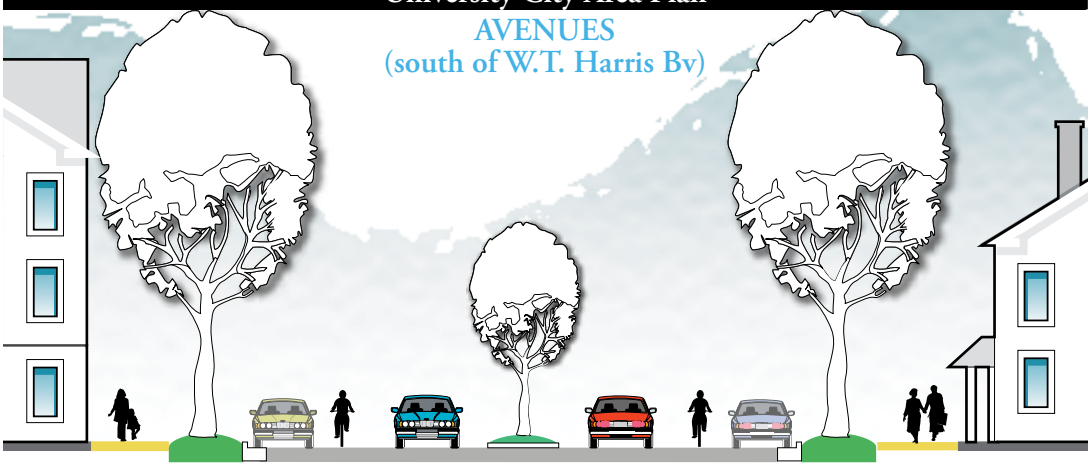
University City Area Plan

AVENUES
(south of W.T. Harris Bv)



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Transportation

	Sidewalk	Planting Strip	Parking	Bike Lane	Travel Lane	Median/ Turning Zone	Travel Lane	Bike Lane	Parking	Planting Strip	Sidewalk
A1: University Executive Park Drive *(W.T. Harris Bv to Collins-Aikman Dr extension)*											
	6'	8'	7'*	6'	11'	n/a	11'	6'	7'*	8'	6'
	16' or 24' setback		*Option to widen for recessed parking							16' or 24' setback	
A2: University Executive Park Drive *(Collins-Aikman Dr extension to McCullough Dr)*											
	6'	8'	7'*	4'	10'	n/a	10'	4'	7'*	8'	6'
	16' or 24' setback		*Option to widen for recessed parking, in which case bike lanes shall be 6'							16' or 24' setback	
A3: McCullough Drive *(W.T. Harris Bv to N Tryon St)*											
	6'*	8'	n/a	5'	11'	11'	11'	5'	n/a	8'	6'*
	16' or 26' setback		*8' sidewalks and 18' or 26' setback between IKEA Bv and N Tryon St							16' or 26' setback	
A4: East McCullough Drive *(N Tryon St to E McCullough Dr extension)*											
	6'*	8'	**	n/a	11'	n/a	11'	0'	**	8'	6'*
	16' or 26' setback		*8' sidewalks and 18' or 26' setback between N Tryon St and extension of E McCullough Dr							16' or 26' setback	
A5: East McCullough Drive extension (new) *(E McCullough Dr to Shopping Center Dr)*											
	8'	8'	7'*	5'	11'	n/a	11'	5'	7'*	8'	8'
	16' or 24' setback		*Option to widen for recessed parking, in which case bike lanes shall be 6'							16' or 24' setback	
A6: Shopping Center Drive *(N Tryon St to University City Bv)*											
	6'	8'	7'*	5'	11'	11'	11'	5'	7'*	8'	6'
	16' or 24' setback		*Option to widen for recessed parking, in which case bike lanes shall be 6'							16' or 24' setback	
A7: University Point Boulevard *(N Tryon St to IKEA Bv)*											
	6'	8'	n/a	5'	11'	11'	11'	5'	n/a	8'	6'
	16' or 24' setback									16' or 24' setback	

continued

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Concept Plan
Transportation

University City Area Plan

AVENUES (south of W.T. Harris Bv)
continuation

A8: University Point Boulevard extension (new) *(IKEA Bv to IBM Dr)*											
	6'	8'	n/a	5'	11'	11'	11'	5'	n/a	8'	6'
	16' or 24' setback		Along bridge span, provide 8.5' sidewalks with no planting strips							16' or 24' setback	
A9: IKEA Boulevard *(McCullough Dr to University City Bv)*											
	8'	8'	7'*	5'	11'	Varies	11'	5'	7'*	8'	8'
	16' or 24' setback		*Option to widen for recessed parking, in which case bike lanes shall be 6'							16' or 24' setback	
A10: IKEA Boulevard (new) *(University City Bv to Macfarlane Bv)*											
	6'	8'	n/a	5'	11'	Varies	11'	5'	n/a	8'	8'
	16' or 24' setback									16' or 24' setback	
A11: Brookside Lane *(IKEA Bv to N Tryon St)*											
	6'	8'	n/a	5'	11'	11'	11'	5'	n/a	8'	6'
	16' or 24' setback									16' or 24' setback	
A12: Periwinkle Hill Avenue (new) *(IKEA Bv to A15)*											
	8'	8'	7'*	5'	11'	Varies	11'	5'	7'*	8'	8'
	24' setback		*Option to widen for recessed parking, in which case bike lanes shall be 6'							24' setback	
A13: Macfarlane Boulevard *(IKEA Bv to I-85 Connector)*											
	6'	8'	7'*	5'	11'	n/a	11'	5'	7'*	8'	6'
	16' or 24' setback		*Option to widen for recessed parking, in which case bike lanes shall be 6'							16' or 24' setback	
A14: Rocky River Road West *(N Tryon St to Batavia Ln)*											
	6'	8'	n/a	5'	11'	n/a*	11'	5'	n/a	8'	6'
	16' or 24' setback		*11' left turn lanes where necessary							16' or 24' setback	
A15: New Street *(I-85 Connector to University City Bv)*											
	6'*	8'	**	5'	11'	Varies	11'	5'	**	8'	6'*
	16' or 24' setback		* 8' sidewalks and 18' setbacks within ¼ mile of transit stations ** Option to widen for recessed parking, in which case bike lanes shall be 6'							16' or 24' setback	

NOTE:
- Setbacks for avenues should be a minimum of 16' if mixed-use and non-residential uses, 24' if residential uses, unless otherwise specified.
- Cross-section reflects mid-block location elements and dimensions will vary at intersections.
- Additional setback footage may be required for additional improvements and/or outdoor seating or displays.

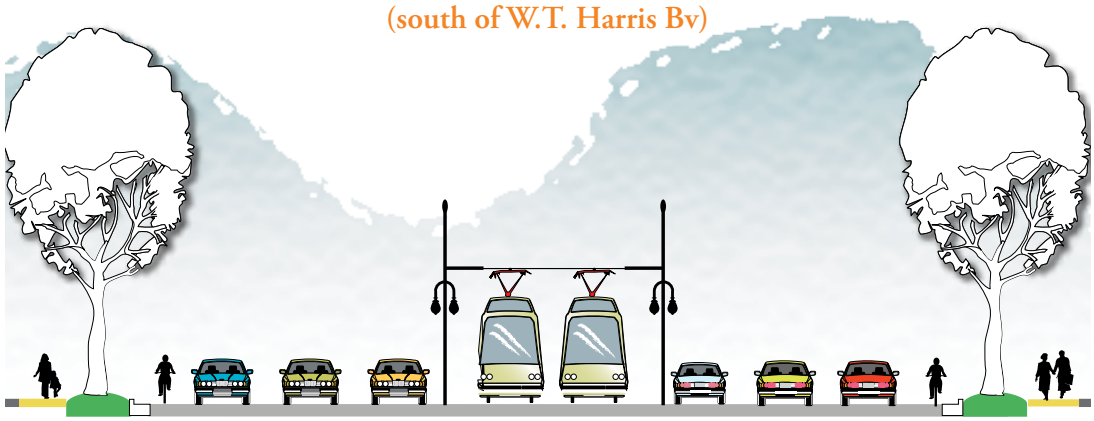
Urban Street Design Guidelines (2007) recommends:
Posted Speed – 25-30 mph, with 35 mph allowable.
Design Speed – 30-40 mph.

Sources: Charlotte Department of Transportation (CDOT), 2014

UCAP/BLE

University City Area Plan

BOULEVARDS
(south of W.T. Harris Bv)



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Concept Plan
Transportation

	Sidewalk	Planting Strip	Bike Lane	Travel Lane	Travel Lane	Travel Lane	Median only or LYNX within Median	Travel Lane	Travel Lane	Travel Lane	Bike Lane	Planting Strip	Sidewalk
B1: University City Boulevard *(N Tryon St to Mallard Creek Church Rd)*													
	10'*	15'	n/a	12'	12'	12'	14'	12'	12'	12'	n/a	15'	10'*
	45' setback		*10' sidewalk is classified as a multi-use path in this location only. Preferred access spacing to safely accommodate multi-use paths would be > 880' street intersection spacing									45' setback	
B2: University City Boulevard *(I-85 to N Tryon St)*													
	6	8'	n/a	12'	12'	12'	30'	12'	12'	12'	n/a	15'	10'*
	45' setback		*10' sidewalk is classified as a multi-use path in this location only. Preferred access spacing to safely accommodate multi-use paths would be > 880' street intersection spacing									45' setback	
B3: North Tryon Street *(Sandy Av to Shopping Center Dr/University Pointe Bv)*													
	6'-8'*	8'	5'	11'	11'	11'	LYNX Varies	11'	11'	11'	5'	8'	6'-8'*
	40' setback		* 8' sidewalks within ¼ mile of transit stations									40' setback	
B4: North Tryon Street *(Shopping Center Dr/University Pointe Bv to W.T. Harris Bv)*													
	6'-8'*	8'	5'	11'	11'	n/a	LYNX Varies	n/a	11'	11'	5'	8'	6'-8'*
	40' setback		* 8' sidewalks within ¼ mile of transit stations									40' setback	

NOTE:
- Additional setback footage may be required for additional improvements.
- Cross-section reflects mid-block location elements and dimensions will vary at intersections.
- Multi-use path is intended to be a shared facility for pedestrians and cyclists.

Urban Street Design Guidelines (2007) recommends:
Posted Speed – 35-40 mph.
Design Speed – up to 45 mph.

Sources: Charlotte Department of Transportation (CDOT), 2014

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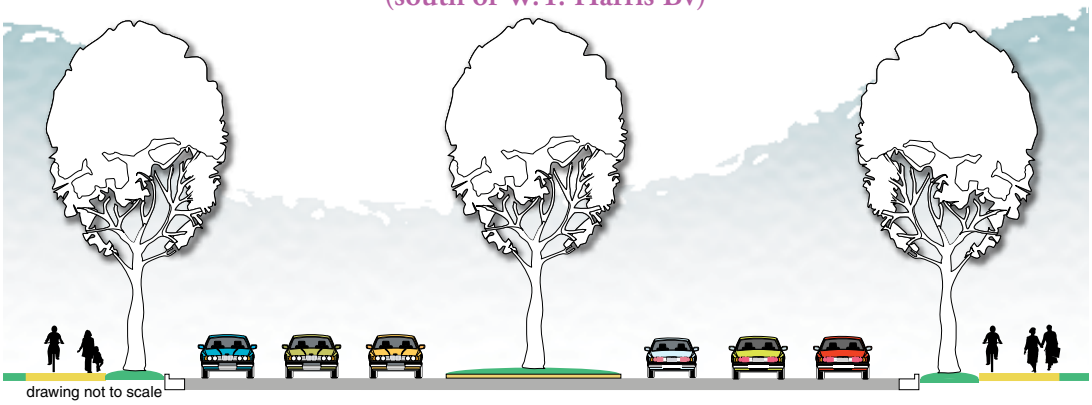
University City Area Plan

PARKWAYS
(south of W.T. Harris Bv)



Concept Plan
Transportation

	Multi-Use Path	Planting Strip	Bike Lane	Travel Lane	Travel Lane	Travel Lane	Median	Travel Lane	Travel Lane	Travel Lane	Bike Lane	Planting Strip	Multi-Use Path
P1: W.T. Harris Boulevard *(I-85 to University Ridge Dr)*													
	12'	30'*	n/a	12'	12'	12'	30'- 40'	12'	12'	12'	n/a	30'*	12'
	55' setback		* 30' buffer preferred, 15' buffer allowed in constrained circumstances									55' setback	

NOTE:
- Additional setback footage may be required for additional improvements.
- Cross-section reflects mid-block location elements and dimensions will vary at intersections.
- Multi-use path is intended to be a shared facility for pedestrians and cyclists.

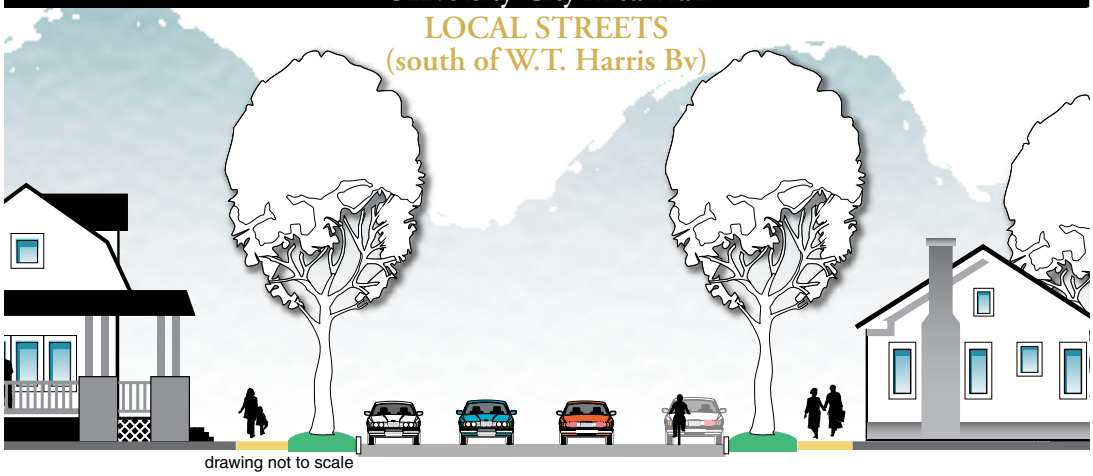
Urban Street Design Guidelines (2007) recommends:
Posted Speed – 45-50 mph.
Maximum Design Speed – 55 mph.

Sources: Charlotte Department of Transportation (CDOT), 2014

UCAP/BLE

University City Area Plan

LOCAL STREETS
(south of W.T. Harris Bv)



Concept Plan
Transportation

Sidewalk	Planting Strip	Pkg.	Travel Lane	Travel Lane	Pkg.	Planting Strip	Sidewalk
Areas with Specific Setbacks on Local Streets							
6'-8'	8'	Varies				8'	6'-8'
24' setback						24' setback	

NOTE:
- Additional setback footage may be required for utilities, etc.
- Parking zone may include curb extensions
- These local streets are expected to be designed to either the residential-wide or office/commercial-wide cross section, depending on the adjacent land use.

Urban Street Design Guidelines (2007) recommends:
Posted Speed – 25 mph.
Design Speed – 25 mph.

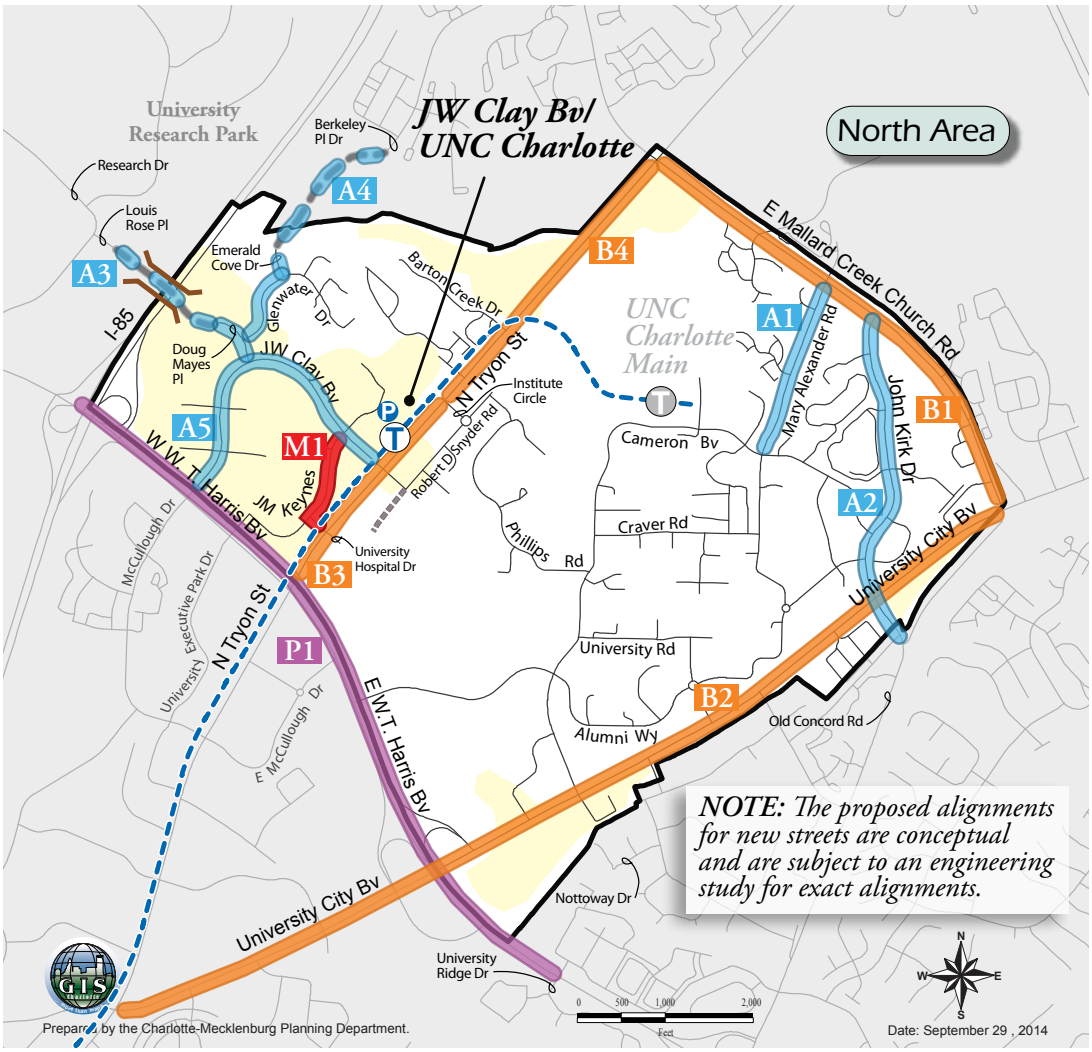
Sources: Charlotte Department of Transportation (CDOT), 2014

UCAP/BLE

Concept Plan
Transportation

UNIVERSITY CITY AREA PLAN

Map 9: North Area CROSS-SECTION LOCATIONS



NORTH AREA

JW Clay Bv/UNC Charlotte and UNC Charlotte Main Cross-Section Locations

Avenues

- **A1** Mary Alexander Rd (Mallard Creek Church Rd to UNCC campus property)
- **A2** John Kirk Dr (Mallard Creek Church Rd to Old Concord Rd)
- **A3** Doug Mayes/Louis Rose Place extension (new) (Research Dr to JW Clay Bv)
- **A4** Berkeley Pl Dr/Emerald Cove Dr/ Glenwater Dr (new) (Doug Mayes Pl to existing Berkeley Place Dr)
- **A5** JW Clay Bv (WT Harris Bv to N Tryon St)

Boulevards

- **B1** Mallard Creek Church Rd (N Tryon St to University City Bv)
- **B2** University City Bv (N Tryon St to Mallard Creek Church Rd)
- **B3** North Tryon St (WT Harris Bv to Institute Circle)
- **B4** North Tryon St (Institute Circle to Mallard Creek Church Rd)

Parkways

- **P1** WT Harris Bv (I-85 to University Ridge Dr)

Main Streets

- **M1** JM Keynes Dr (JW Clay Bv to N Tryon St)

Local Streets

Transit Station Areas/Mixed-Use Areas

Local streets in these areas are expected to be designed to either the residential-wide or office/commercial-wide cross-section, depending on the adjacent land use. The cross-section of local streets outside of the transit-supportive/mixed-use areas are best determined by Charlotte's land development ordinances. (Cross-sections not provided in this document.)

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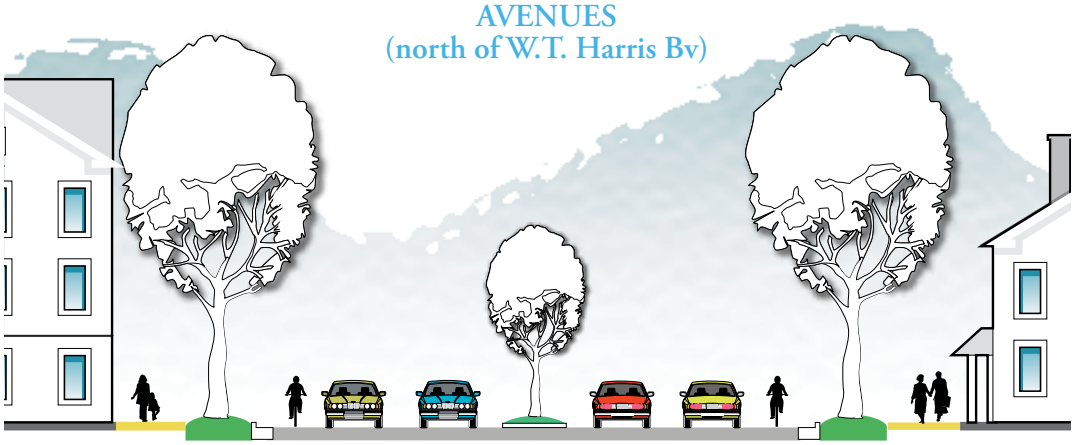
University City Area Plan

AVENUES
(north of W.T. Harris Bv)



drawing not to scale

Concept Plan
Transportation

	Sidewalk	Planting Strip	Bike Lane	Travel Lane	Travel Lane	Median/ Turning Zone	Travel Lane	Travel Lane	Bike Lane	Planting Strip	Sidewalk
A1: Mary Alexander Road *(Mallard Creek Church Rd to UNC Charlotte campus property)*											
	6'	8'	5'	10'	n/a	n/a	n/a	10'	5'	8'	6'
	16' or 24' setback									16' or 24' setback	
A2: John Kirk Drive *(Mallard Creek Church Rd to Old Concord Rd)*											
	8'	8'	5'	11'	n/a	11'	n/a	11'	5'	8'	8'
	16' or 24' setback									16' or 24' setback	
A3: Doug Mayes/Louis Rose Place extension (new) *(Research Dr to JW Clay Bv)*											
	TBD	8'	TBD	11'	n/a	n/a	n/a	11'	TBD	8'	TBD
	16' or 24' setback		Determine the appropriate pedestrian and bicycle treatments through the project planning process for the I-85 North Bridge. Across the bridge span, the planting strip can be deleted with additional width to the pedestrian and/or bicycle treatment as appropriate. 11' turn lanes appropriate where needed.							16' or 24' setback	
A4: Berkeley Place Drive/Emerald Cover Drive/Glenwater Drive (new) *(Doug Mayes Pl to existing Berkeley Place Dr)*											
	6'	8'	5'	11'	n/a	n/a	n/a	11'	5'	8'	6'
	16' or 24' setback		Along bridge span, provide 8.5' sidewalks with no planting strips							16' or 24' setback	
A5: JW Clay Boulevard *(W.T. Harris Bv to N Tryon St)*											
	6'	8'	5'	11'	10'	16'	10'	11'	5'	8'	6'
	16' or 24' setback									16' or 24' setback	

NOTE:
- Setbacks for avenues should be a minimum of 16' if mixed-use and non-residential uses, 24' if residential uses, unless otherwise specified.
- Cross-section reflects mid-block location elements and dimensions will vary at intersections.
- Additional setback footage may be required for additional improvements and/or outdoor seating or displays.

Urban Street Design Guidelines (2007) recommends:
Posted Speed – 25-30 mph, with 35 mph allowable.
Design Speed – 30-40 mph.

Sources: Charlotte Department of Transportation (CDOT), 2014

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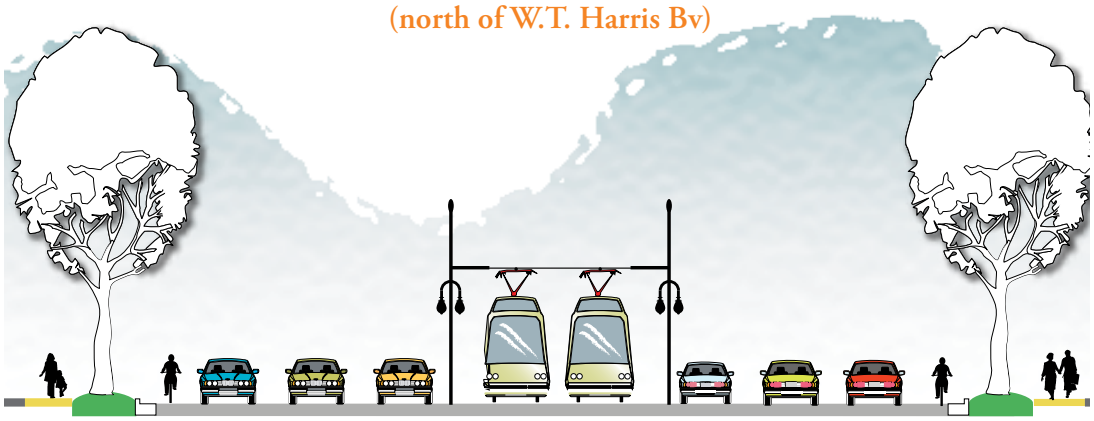
University City Area Plan

BOULEVARDS
(north of W.T. Harris Bv)



drawing not to scale

Concept Plan
Transportation

	Sidewalk	Planting Strip	Bike Lane	Travel Lane	Travel Lane	Travel Lane	Median only or LYNX within Median	Travel Lane	Travel Lane	Travel Lane	Bike Lane	Planting Strip	Sidewalk
B1: Mallard Creek Church Road *(N Tryon St to University City Bv)*													
	6'	8'	4'	11'	10'*	0'	15'	0'	10'*	11'	4'	8'	6'
	24' setback		*Retain existing curb; 10' inside lane if approved by NCDOT. Otherwise, stripe 14' outside lane.									24' setback	
B2: University City Boulevard *(N Tryon St to Mallard Creek Church Rd)*													
	10'*	15'	n/a	12'	12'	12'	14'	12'	12'	12'	n/a	15'	10'*
	45' setback		*10' sidewalk is classified as a multi-use path in this location only. Preferred access spacing to safely accommodate multi-use paths would be > 880' street intersection spacing									45' setback	
B3: North Tryon Street *(W.T. Harris Bv to Institute Circle)*													
	6'-8'*	8'	5'	11'	11'	n/a	LYNX Varies	n/a	11'	11'	5'	8'	6'-8'*
	40' setback		* 8' sidewalks within ¼ mile of transit stations									40' setback	
B4: North Tryon Street *(Institute Circle to Mallard Creek Church Rd)*													
	6'	8'	5'	11'	11'	11'	LYNX 22'	11'	11'	11'	5'	8'	6'
	40' setback											40' setback	

NOTE:
- Additional setback footage may be required for additional improvements.
- Cross-section reflects mid-block location elements and dimensions will vary at intersections.
- Multi-use path is intended to be a shared facility for pedestrians and cyclists.

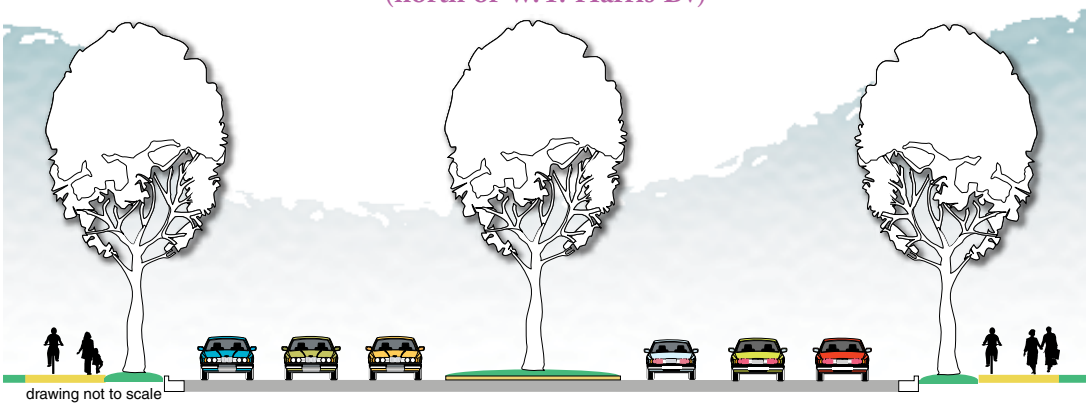
Urban Street Design Guidelines (2007) recommends:
Posted Speed – 35-40 mph.
Design Speed – up to 45 mph.

Sources: Charlotte Department of Transportation (CDOT), 2014

UCAP/BLE

University City Area Plan

PARKWAYS
(north of W.T. Harris Bv)



Concept Plan
Transportation

	Multi-Use Path	Planting Strip	Bike Lane	Travel Lane	Travel Lane	Travel Lane	Median	Travel Lane	Travel Lane	Travel Lane	Bike Lane	Planting Strip	Multi-Use Path
P1: W.T. Harris Boulevard *(I-85 to University Ridge Dr)*													
	12'	30'*	n/a	12'	12'	12'	30'- 40'	12'	12'	12'	n/a	30'*	12'
	55' setback		* 30' buffer preferred, 15' buffer allowed in constrained circumstances									55' setback	

NOTE:
- Additional setback footage may be required for additional improvements.
- Cross-section reflects mid-block location elements and dimensions will vary at intersections.
- Multi-use path is intended to be a shared facility for pedestrians and cyclists.

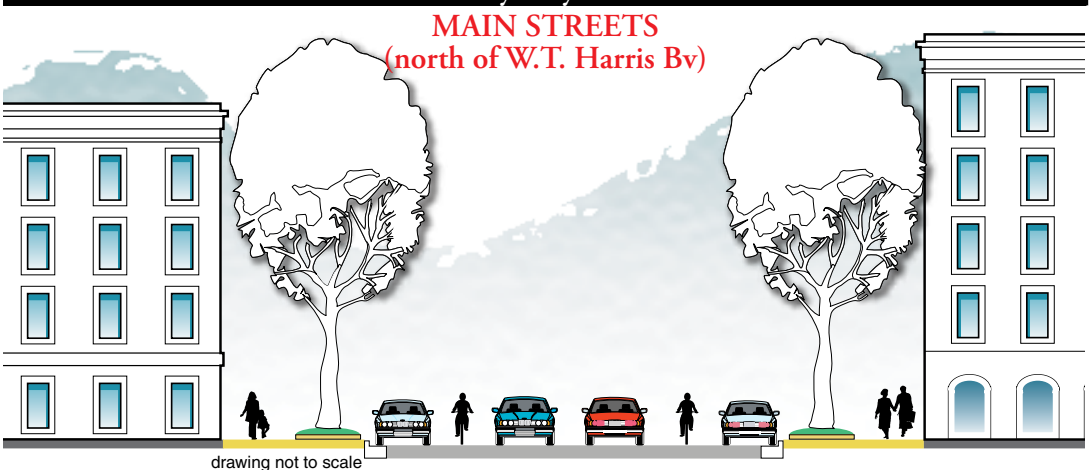
Urban Street Design Guidelines (2007) recommends:
Posted Speed – 45-50 mph.
Maximum Design Speed – 55 mph.

Sources: Charlotte Department of Transportation (CDOT), 2014

UCAP/BLE

University City Area Plan

MAIN STREETS
(north of W.T. Harris Bv)



Concept Plan
Transportation

	Sidewalk	Amenity Zone	Parking	Travel Lane	Travel Lane	Parking	Amenity Zone	Sidewalk
M1: JM Keynes Drive *(JW Clay Bv to N Tryon St)*								
	16'	8'	7'	13'	13'	7'	8'	16'
	24' setback						24' setback	

NOTE:
- Additional setback footage may be required for additional improvements.
- Cross-section reflects mid-block location elements and dimensions will vary at intersections.

Urban Street Design Guidelines (2007) recommends:
Maximum Posted Speed – 25 mph.
Design Speed – 25 mph, equal to posted speed.

Sources: Charlotte Department of Transportation (CDOT), 2014

UCAP/BLE

Infrastructure and Public Facilities Policies

Public facilities and services addressed in this document include public water and sewer, storm water, police, fire, libraries, 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 University City Regional Library, Fire Station 27, and Charlotte Mecklenburg Police Department University City Division also have existing facilities within the plan area. *Volume 5: Appendix*, page 157, 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 Policies

The core of many of the station areas are recommended for higher density development or 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 park 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 main campus.

P-2 Conduct an infrastructure study to evaluate the adequacy of infrastructure (water, sewer, storm drainage) in the station areas. The capacity of the station areas' utility infrastructure needs further analysis. To ensure that the station areas will be able to support the new, higher-density development in the long term future, a detailed infrastructure analysis is recommended.

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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 Rd. W. 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.

P-6 Consider library facility relocation to meet current site selection criteria as established by Mecklenburg County Library. Sites should be accessible, visible, integrated, and compatible with surrounding uses and preferably within close proximity to a transit station. There are no immediate plans for relocation at this time.

Parks, Greenways and Recreational Facilities Policies

The *Mecklenburg County Park and Recreation Greenway Plan Update* (2008) provides recommendations for several of the station areas' greenways. None of the following policies are in conflict with these recommendations.

P-7 Encourage urban open spaces. 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-8 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 to support and encourage future development along the BLE. The program is a City of Charlotte initiative on improving pedestrian, bicyclist and motorist access to the CATS Blue Line Extension. NECI will help implement station area plans along the BLE as well as provide broader connections to other community investments like the Cross-Charlotte Trail and Mecklenburg County greenway system.

The program will include intersection enhancements, improved connectivity, streetscapes, sidewalks and bicycle routes. Some of these projects are included in specific Community Development Policies for each Policy Area and in *Volume 3: Implementation Guide.* Implementation of these improvements will enhance access to neighborhoods and businesses and promote transit-oriented development in station areas.

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Natural Environment Policies

The following environmental recommendations focus on the means to improve air, water and land quality through the development and redevelopment process.

Encouraging higher densities within station areas and other appropriate areas within the plan boundaries is intended to improve the environment of the region by focusing growth in identified areas. These areas are supported by 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 Policies

E-1 Make trees a key feature in all areas. Trees should be an identifying feature for all 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, they should be maintained and replaced as necessary. Where street trees do not currently exist, 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 increased 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. Due to the urban form of development in transit station areas, there will likely be fewer trees than other parts of the corridor. It will be important to focus tree planting efforts throughout the plan area and NE Corridor in general.

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.

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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 has the potential to encourage walking and biking as well as to protect air quality, water quality, and other natural resources. The land use and design policies provide appropriate locations for mixed use development and provide guidance for appropriate design. The policies help insure that negative impacts of growth are mitigated.

E-5 Design sites and buildings to improve water quality and control 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. Current best practices in on-site stormwater management include the use of bio swales, rain gardens, and wet ponds. Because of the large amount of impervious surface area and the proximity to nearby creeks, new development and redevelopment especially in the station area should 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*.

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.

E-6 Assist property owners with remediation of sites known or perceived to have contaminated soil. Soil contamination poses a hazard to the environment and can be 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.