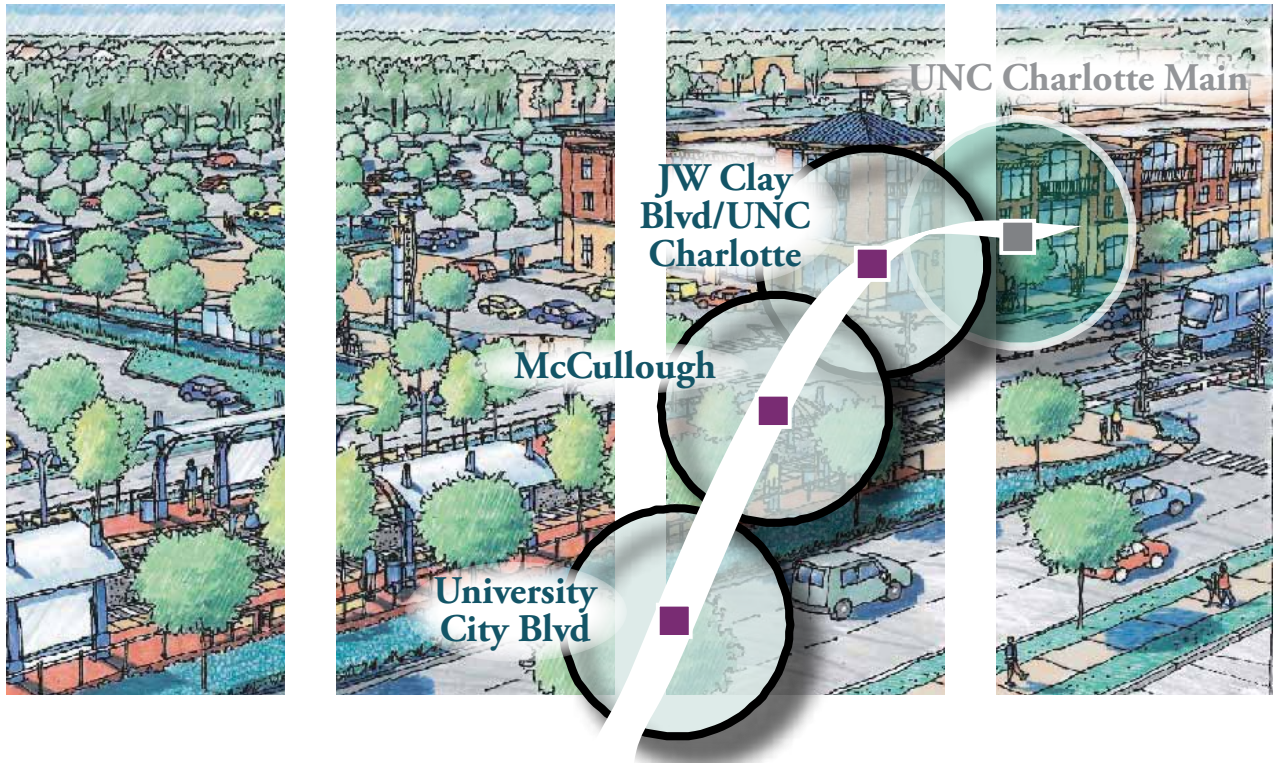


Volume 3: Implementation Guide





UCAP/BLE

Introduction

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

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

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

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

Public Sector Responsibilities

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

Private Sector Responsibilities

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

IMPLEMENTATION STRATEGIES

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

Policy	Page	Action Item	Project Type	Lead Agency	Time Frame
LAND USE AND COMMUNITY DESIGN POLICIES					
All Policy Area Policies		Many of the land use and community design policies will be implemented as development occurs. In some cases, conditional district plans may be utilized to achieve the policy recommendations in this plan. Use the policies in this plan to guide and evaluate future development, especially through the rezoning process.	Land Dev.	Planning	As dev. occurs
Policy Areas 2d 9a, 9b 10b 11a		If a new or substantially improved building is constructed in the Community and/or FEMA Floodplain, the lowest floor, including basement, must be at or above the Community Base Flood elevation. Development within the Community Encroachment Area or FEMA Floodway is very restrictive and may require an engineering analysis to determine impacts on water surface elevations.	Land Dev.	Storm water/ Planning	As dev. occurs
All Policy Area Policies with frontage on N. Tryon St.		A cohesive corridor is desired along N. Tryon St. This will be achieved through placement of buildings and landscaping. Setbacks for buildings are established in street cross sections and applicable policy areas. Landscaping will depend on NCDOT requirements. At this time, NCDOT requires certain distances for clear zones. With the reduction in the speed limit to 35mph in this area, city staff should work with NCDOT to determine minimum appropriate clear zones and acceptable street tree types to meet the vision and intent of the plan. In the interim, development should supplement the streetscape with intermittent plantings of large maturing trees along street frontage.	Land Dev., Transp.	Planning/ CDOT/ NCDOT	Short (0-5 yrs.) and ongoing as dev. occurs
All Policy Area Policies with frontage on N. Tryon St.		The placement of buildings along N. Tryon St. will have several influencing factors including location of right of way, retaining walls, and utility easements. Within transit station areas, buildings should orient to and provide pedestrian access from N. Tryon St. When a retaining wall exists, developers should work with CDOT, NCDOT, CATS and other involved parties to find solutions to overcoming the disconnect caused by retaining walls. See the N. Tryon St. Corridor figures at the end of this table for further guidance.	Land Dev., Transp.	Planning/ CDOT/ NCDOT	Long (>10 yrs.) and ongoing as dev. occurs
All Policy Area Open Space Policies		Property owners/developers should work with Mecklenburg County Park and Recreation to build public open space facilities to County standards. Park and Recreation cannot commit to taking over ownership and maintenance of any open space facilities, however any open space facilities for potential future consideration of public ownership should already meet County standards.	Land Dev., Park and Rec.	Property Owners/ Meck. County Park and Rec.	As dev. occurs
All Policy Area Open Space Policies		Explore options to fund neighborhood parks including, but not limited to, in lieu of fees and option to opt out on site for development in a nearby, accessible area. Consolidation of required open space for several parcels should be explored by staff. Utilize resources and initiatives such as the Park and Recreation Master Plan and the Rail Trail (South end)	Land Dev., Park and Rec.	Planning/ Meck. County Park and Rec.	Medium (5-10 years)
1b 7a		Explore shared parking opportunities and similar strategies as part of future development adjacent to transit stations, especially with CATS in the University City Blvd. station area and JW Clay Blvd./UNC Charlotte station area that will have large parking decks.	Land Dev.	Planning/ CATS	Short (0-5 yrs.) and ongoing as dev. occurs
1a,1b 3 7a		Encourage developers/property owners to seek TOD zoning for properties within the core of each transit station area. These core areas should provide 24-hour activity with an intense mix of residential, office, retail, civic/institutional, and entertainment uses that are very urban in form and designed for the pedestrian.	Land Dev.	Planning	As dev. occurs

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

IMPLEMENTATION STRATEGIES

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

Policy	Page	Action Item	Project Type	Lead Agency	Time Frame
TRANSPORTATION POLICIES					
T1- T16 General Notes:					
<ul style="list-style-type: none"> Public investment in many of these transportation projects will depend on the Northeast Corridor Infrastructure (NECI) Program, other city capital programs, and land development. Planning staff shall coordinate with appropriate departments to ensure the NECI program and other public infrastructure programs are carried out as intended. Those implementation items without specific Policy Area reference are General Transportation Policies and are applied throughout the plan area, but are not yet identified for specific locations. 					
T1		Develop new parallel and perpendicular connections to N. Tryon St.			
10a		<ul style="list-style-type: none"> Extend Berkeley Place Dr. to Emerald Cove Dr. 	Transp.	CDOT/ Planning/ E&PM	As funding becomes available and/or as dev. occurs
2d 3 5		<ul style="list-style-type: none"> Extend E. McCullough Dr. to Shopping Center Dr. 	Transp.	CDOT/ Planning/ E&PM	As funding becomes available and/or as dev. occurs
3		<ul style="list-style-type: none"> Extend McCullough Dr. to E. McCullough Dr. 	Transp.	CDOT/ Planning/ E&PM	Short-term (0-5 years)
1b 2a		<ul style="list-style-type: none"> Extend Macfarlane Blvd. to the I-85 connector, including working with the NCDOT towards a possible median opening and connection to N. Tryon St. 	Transp.	CDOT/ Planning/ E&PM	As funding becomes available and/or as dev.
1a, 1b		<ul style="list-style-type: none"> Construct Periwinkle Hill Ave., a new street extending north-west from the University City transit station, perpendicular to N. Tryon St. Encourage similar connection on the south side of N. Tryon St. 	Transp.	CDOT/ Planning/ E&PM	Short (0-5 yrs.) for northeast connection to transit station. Remaining segments as dev. occurs
1a, 1c 2d		<ul style="list-style-type: none"> Construct a new street extending generally parallel to N. Tryon connecting the I-85 connector, Rocky River Road W, and University City Blvd. 	Transp.	CDOT/ Planning/ E&PM	As funding becomes available and/or as dev. occurs
T2		Provide additional connectivity over Interstate 85 between University City and the University City Research Park			
2c		<ul style="list-style-type: none"> Construct "South Bridge" connecting University Pointe Blvd. to IBM Dr. 	Transp.	CDOT/ Planning/ E&PM	Short (0-5 yrs.)
8		<ul style="list-style-type: none"> Construct "North Bridge" connecting Doug Mayes Pl. to Louis Rose Pl. 	Transp.	CDOT/ Planning/ E&PM	Medium (5-10 yrs.)
T3		Construct new key street connections			
2b		<ul style="list-style-type: none"> Extend IKEA Blvd. between University City Blvd. and McFarlane Blvd. 	Transp.	CDOT/ Planning	As dev. occurs
2d 3		<ul style="list-style-type: none"> Connect IKEA Blvd. and Clark Blvd. 	Transp.	E&PM/ CDOT/ Planning	Short (0-5 yrs.)
1b		<ul style="list-style-type: none"> Connect I-85 Service Road and Stetson Dr. 	Transp.	CDOT/ Planning	As dev. occurs
3		<ul style="list-style-type: none"> Extend Ken Hoffman Dr. between N. Tryon St. and University Executive Park Dr. 	Transp.	CDOT/ Planning	As dev. occurs
3		<ul style="list-style-type: none"> Extend Collins-Aikman Dr. to University Executive Park Dr. 	Transp.	CDOT/ Planning	As dev. occurs

IMPLEMENTATION STRATEGIES

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

Policy	Page	Action Item	Project Type	Lead Agency	Time Frame
3		• Extend E. McCullough Dr. between E. McCullough Dr. and McCullough Dr.	Transp.	CDOT/Planning	As dev. occurs
2d		• Extend Carolyn Ln. between University City Blvd. and Shopping Center Dr.	Transp.	CDOT/Planning	As dev. occurs
11a, 11b		• Connect University Hospital Dr. and Robert D Snyder Rd.	Transp.	CDOT/Planning	As dev. occurs
1c 2d		• Connect Rocky River Rd. W. and N. Tryon St. at University City Blvd. Transit Station	Transp.	CDOT/Planning	As dev. occurs
4a, 4b		• Extend Pike Rd. to Collins-Aikman Dr.	Transp.	CDOT/Planning	As dev. occurs
2c 4a		• Extend Pearl St. to IKEA Blvd.	Transp.	CDOT/Planning	As dev. occurs
9c		• Extend Nottoway Dr. to University City Blvd.	Transp.	CDOT/Planning	As dev. occurs
9c		• Construct a new street between University Professional Dr. and the intersection of W.T. Harris Blvd. and Chancellor Park Dr.	Transp.	CDOT/Planning	As dev. occurs
7b		• Extend Doug Mayes Pl. to JM Keynes Dr.	Transp.	CDOT/Planning	As dev. occurs
T4		Develop a network of local streets as development occurs. Typical block lengths within a transit station area are no greater than 400' in length. Other areas should have a typical block length of no greater than 600'.	Transp.	CDOT/Planning	As dev. occurs
T5		Upgrade key streets to provide accommodations for pedestrians and bicyclists.			
1b 2a		• Macfarlane Blvd.	Transp.	CDOT/Planning	As dev. occurs
1b 2a		• I-85 Service Rd.	Transp.	CDOT/Planning	As dev. occurs
1a, 1c		• Rocky River Rd. West	Transp.	E&PM/CDOT/Planning	Short (0-5 yrs.)
2d		• Shopping Center Dr.	Transp.	CDOT/Planning	As dev. occurs
3		• McCullough Dr.	Transp.	CDOT	Short (0-5 yrs)
3		• University Executive Park Dr.	Transp.	CDOT/Planning	As dev. occurs
4b 7a, 7b		• JM Keynes Dr.	Transp.	CDOT/Planning	As dev. occurs
4b 7a, 7b 8		• JW Clay Blvd.	Transp.	E&PM/CDOT/Planning	Short (0-5 yrs.)
10b 11a		• Mary Alexander Rd.	Transp.	E&PM/CDOT/Planning	As funding becomes available and/or as dev. occurs

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

IMPLEMENTATION STRATEGIES

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

Policy	Page	Action Item	Project Type	Lead Agency	Time Frame
4b 7b		<ul style="list-style-type: none"> Private street between JM Keynes Dr. and JW Clay Blvd. (parallel to W.T. Harris Blvd.) 	Transp.	CDOT/ Planning	As dev. occurs
T6		Develop a network of multi-use trails connecting through the University City area and linking to other areas of Charlotte.			
2d		<ul style="list-style-type: none"> Toby Creek Greenway Extension 	Transp.	Park and Recreation	Short - Medium (0-10 yrs.) and as funding is available
7a 10a		<ul style="list-style-type: none"> Barton Creek Greenway 	Transp.	Park and Recreation	Short (0-5 yrs.)
Outside study area		<ul style="list-style-type: none"> Doby Creek Greenway 	Transp.	Park and Recreation	Long (>10 yrs.) and as funding is available
1a, 1b 2c, 2d 7a 11a		<ul style="list-style-type: none"> Overland Connectors 	Transp.	CDOT/ Planning	As funding becomes available and/or as dev. occurs
9a		<ul style="list-style-type: none"> A connection between Mallard Creek Greenway and N. Tryon St. should be considered as part of, or in conjunction with, the US 29 Bridge Replacement project 	Transp.	Meck. County Park and Recreation/ CDOT	Short (0-5 yrs.)
2d 7a 9a, 9b, 9c 10a, 10b		<ul style="list-style-type: none"> Provide connections to greenways from adjacent properties where topography and Mecklenburg County Park and Recreation allow. 	Transp.	Meck. County Park and Recreation/ CDOT/ Planning	As dev. occurs
T7; All Policy Areas with frontage on these streets		Reduce driveways along N. Tryon St., WT Harris Blvd., and University City Blvd. as development occurs.	Transp.	CDOT/ E&PM/ Planning	As funding becomes available and/or as dev. occurs
T8		Create new bicycle-pedestrian connections.			
1b		<ul style="list-style-type: none"> Between IKEA Blvd. and Stetson Dr. 	Transp.	CDOT/ E&PM/ Planning	As dev. occurs
7a 9c		<ul style="list-style-type: none"> Between N. Tryon St. and the Mallard Creek greenway 	Transp.	CDOT/ E&PM/ Planning	Short (0-5 yrs.) and as funding is available
11a, 11b		<ul style="list-style-type: none"> Between Toby Creek Greenway and N. Tryon St. through the UNC Charlotte and CMC-University campuses 	Transp.	Park and Recreation/ CDOT	As dev. occurs
T9		Provide pedestrian crossings to access station areas and facilitate pedestrian crossings along long blocks.	Transp.	CDOT	As conditions warrant and as funding is available

IMPLEMENTATION STRATEGIES

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

Policy	Page	Action Item	Project Type	Lead Agency	Time Frame
T10		Consider new signalized intersections and/or pedestrian hybrid beacons to enhance access, circulation and provide crossing opportunities for pedestrians.	Transp.	CDOT	As conditions warrant and as funding is available
T11		Provide pedestrian connections between adjacent parcels and the sidewalk along N. Tryon St.	Transp.	Planning/CDOT	As dev. occurs
T12		Create bicycle lanes along avenues via street conversions and streetscape projects.	Transp.	CDOT	As conditions warrant and as funding is available
T13		Add shared lane markings to Main Streets and physically constrained Avenues.	Transp.	CDOT	As conditions warrant and as funding is available
T14		Consider innovative bicycle treatments on a case-by-case basis.	Transp.	CDOT	As conditions warrant and as funding is available
T15		Facilitate cross-access and parallel connections to N. Tryon St., University Blvd., and WT Harris Blvd to reduce driveway connections along these major streets.	Transp.	CDOT/Planning	As dev. occurs
T16		Eliminate gaps within the sidewalk system	Transp.	CDOT/Planning/NCDOT	As funding becomes available and/or as dev. occurs
T17		Reconfigure local service area transit routes.	Transit	CATS	Ongoing
OPEN SPACE					
All Policy Area Open Space Policies		Property owners/developers should work with Mecklenburg County Park and Recreation to build public open space facilities to County standards. Park and Recreation cannot commit to taking over ownership and maintenance of any open space facilities, however any open space facilities for potential future consideration of public ownership should already meet County standards.	Land Dev., Park and Rec.	Planning/Meck. County Park and Rec.	As dev. occurs
All Policy Area Open Space Policies		Explore options to fund neighborhood parks including, but not limited to, in lieu of fees and option to opt out on site for development in a nearby, accessible area. Consolidation of required open space for several parcels should be explored by staff. Utilize resources and initiatives such as the Park and Recreation Master Plan and the Rail Trail (South end)	Land Dev., Park and Rec.	Meck. County Park and Rec./Planning	Medium (5-10 years)
1a, 1b 2c, 2d 7a 11a		The overland connectors shown on maps and discussed in policies can be comprised of various types of facilities. The intent is to provide pedestrian and bicycle connections between Greenway facilities. In some cases, sidewalks and bike lanes will provide access where others a multi-use path may be constructed, such as along University City Blvd. Much of this system will occur as part of new development or redevelopment in this area.	Land Dev., Park and Rec.	Meck. County Park and Rec./CDOT/Planning	As dev. occurs

IMPLEMENTATION STRATEGIES

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

Policy	Page	Action Item	Project Type	Lead Agency	Time Frame
INFRASTRUCTURE AND PUBLIC FACILITIES					
N/A		Public investment in some of these projects depends on the Northeast Corridor Infrastructure (NECI) Program to ensure efficient, valuable investment throughout the corridor area. Planning staff shall coordinate with appropriate departments to ensure the NECI program and other public infrastructure programs are carried out as intended.	Transp.	E&PM/ CDOT / Meck. County Parks and Rec. / Charlotte Water / Planning	As funding becomes available and/or as dev. occurs
P-8		In areas identified in the policies, additional connectivity to greenways from adjacent development is desirable and should be implemented per Mecklenburg County Park and Recreation standards.	Parks	Planning/ Meck. County Parks and Rec.	Ongoing
P-2, P-8		Mecklenburg County Park and Recreation should work with Charlotte Water on their review of large trunk sewers along Mallard Creek and smaller tributaries in the next 12-18 (2015-2016) months. This may be an opportunity to identify potential greenway connections in areas where Charlotte Water will be installing new, larger trunk sewers.	Utility/ Parks	Charlotte Water/ Meck. County Parks and Rec.	Short (0-5 yrs.)
P-1		Encourage the incorporation of public art into existing parks, greenways and open spaces and include public art as an integral component in the design of new park facilities. Work with CATS Art in Transit, N&BS, and Park and Recreation to explore potential programs and partnerships.	Parks	Planning/ Meck. County Parks and Rec.	Ongoing
P-2		Follow up with appropriate departments to evaluate the adequacy of infrastructure (water, sewer, storm drainage) in the station areas. This may result in an infrastructure study	Utility	Charlotte Water/ E&PM/ Planning	Short (0-5 yrs.)
P-3		Encourage the burying of utilities through new development and the Capital Improvements Program and Also work with utility companies to coordinate schedules of improvements.	Utility	E&PM/ Planning/ Private utility companies	Long (>10 yrs.) and as dev. occurs
P-6		Utilize Mecklenburg County Library System's Site Selection Criteria to evaluate potential future sites. Consideration should include centrality of location, site accessibility, availability of public transportation and parking, potential visibility, proximity to similar and complementary activity, and compatibility of adjacent site uses.	Public Facilities	Library	Long (>10 yrs.)
P-7, P-8		Explore options to fund neighborhood parks including, but not limited to, in lieu of fees and option to opt out on site for development in a nearby, accessible area. Consolidation of required open space for several parcels should be explored by staff. Utilize resources and initiatives such as the Park and Recreation Master Plan and the Rail Trail (South end)	Parks	Planning/ Meck. County Park and Rec.	Short (0-5 yrs.)
P-7		Assess the parks and open space in the University City Area. The result may be a Greenprint Plan or something similar.	Parks	University City Partners/ Meck. County Parks and Rec.	Short (0-5 yrs.)
P-7, P-8		Identify areas for "shaping spaces" in the redevelopment and development of underutilized property. These "shaping spaces" should complement the open space network. Neighborhood parks are needed in this area. Meck. County Parks and Recreation's goal is to have a park within a 5-10minute walk (or about 8 blocks) from all residential development.	Parks	Meck. County Parks and Rec.	Ongoing

IMPLEMENTATION STRATEGIES

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

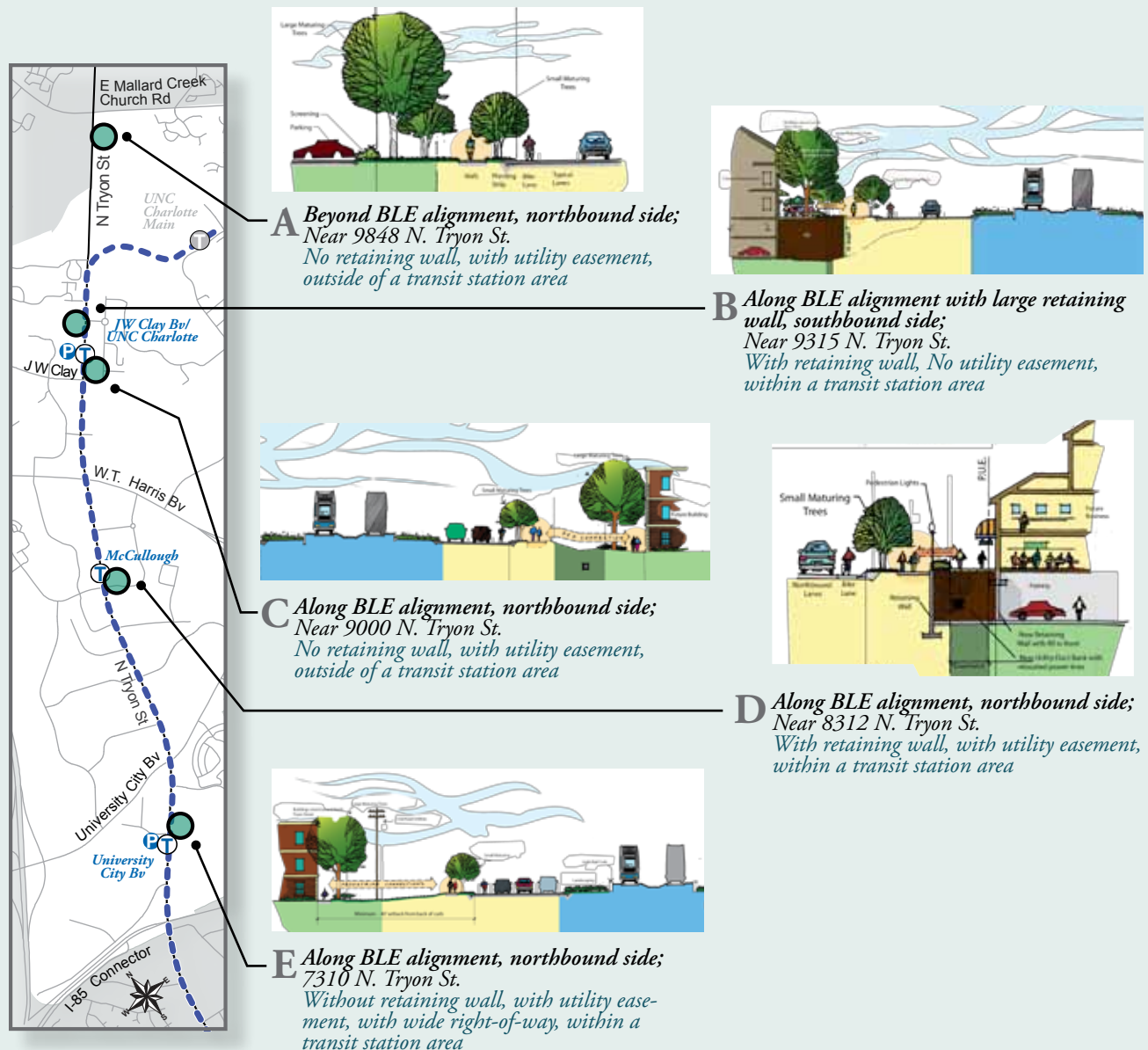
Policy	Page	Action Item	Project Type	Lead Agency	Time Frame
NATURAL ENVIRONMENT					
E-1, E-2, E-3		Implement the City's Tree Ordinance.	Land Dev./Tree Ord.	E&PM / Planning	As dev. occurs
E-1, E-2, E-3		Engage with Tree Charlotte to encourage that projects are undertaken, especially in the Transit Station Areas.	Land Dev./Tree Ord.	E&PM / Planning	As dev. occurs
E-5		Coordinate with Storm Water Management and Engineering and Property Management during site plan review to ensure runoff and erosion issues are addressed. Staff may suggest innovative designs to reduce storm water runoff and improve the quality of the area including approved impervious surface design, alternative storm water treatment techniques, and other conservation alternatives that may be available to the developer.	Land Dev./Storm Water	E&PM / Planning / Storm Water Management	As dev. occurs
E-4		Encourage urban open spaces in the Transit Station Areas. Collaborate with University City Partners to identify opportunities for open space within Transit Stations Areas as development occurs.	Parks	University City Partners/ Meck. County Parks and Recreation	Ongoing
E-4		Research and recommend various types of acceptable alternative on-site water management including, but not limited to bio swales, rain gardens, wet ponds, and impervious surfaces. This should not be reactionary to land development but rather proactively developed to offer information to the development community.	Land Dev./Storm Water	Planning/ Storm Water/ E&PM	Medium (5-10 yrs.)
E-6		Assist developers to seek grant programs offered for Brownfield site development and other redevelopment incentives.	Land Dev.	N&BS / Economic Development	As dev. occurs
Abbreviations Dev. - Development NB&S - Neighborhood and Business Services Meck. - Mecklenburg Rec. - Recreation Transp. - Transportation					

North Tryon Street Corridor

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

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

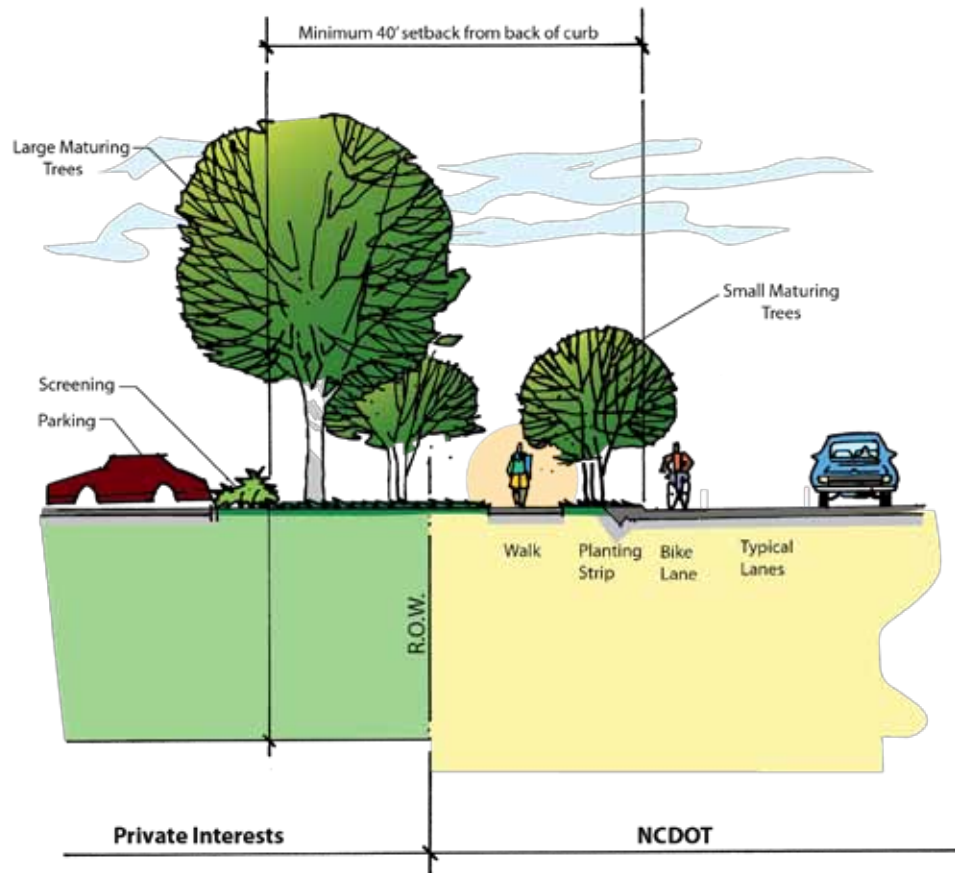
Identification of some of the possible locations for the Development Scenarios



A

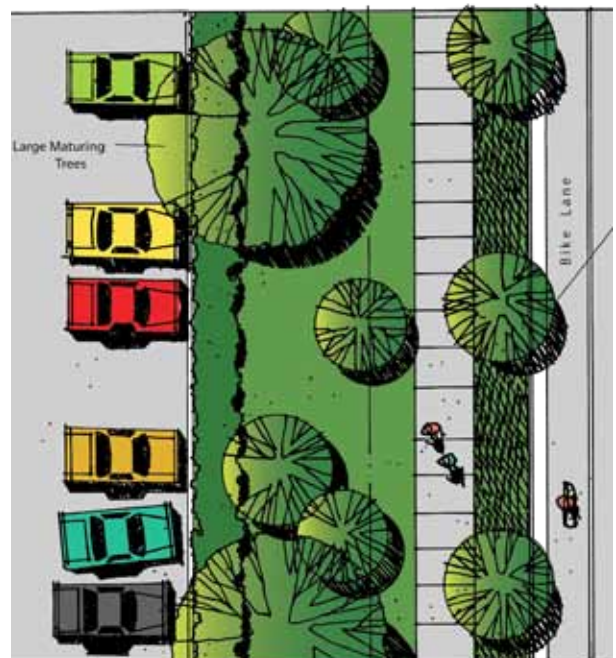
Potential Location: Beyond BLE Alignment, northbound side of N. Tryon St.

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



Recommendations:

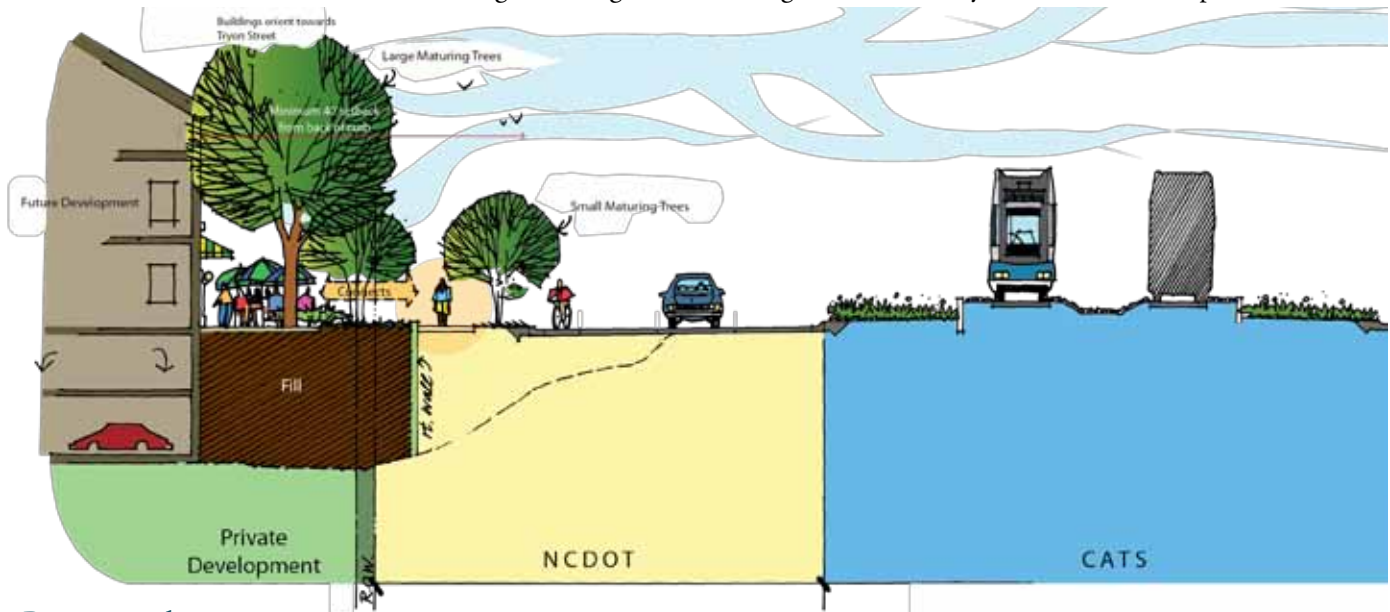
- The setback as established by the existing office development is appropriate and should be extended onto future development of adjacent sites.
- Trees should be planted in the planting strip between the curb and the sidewalk to establish a tree line that should be carried along the corridor.
 - Tree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



B

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

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



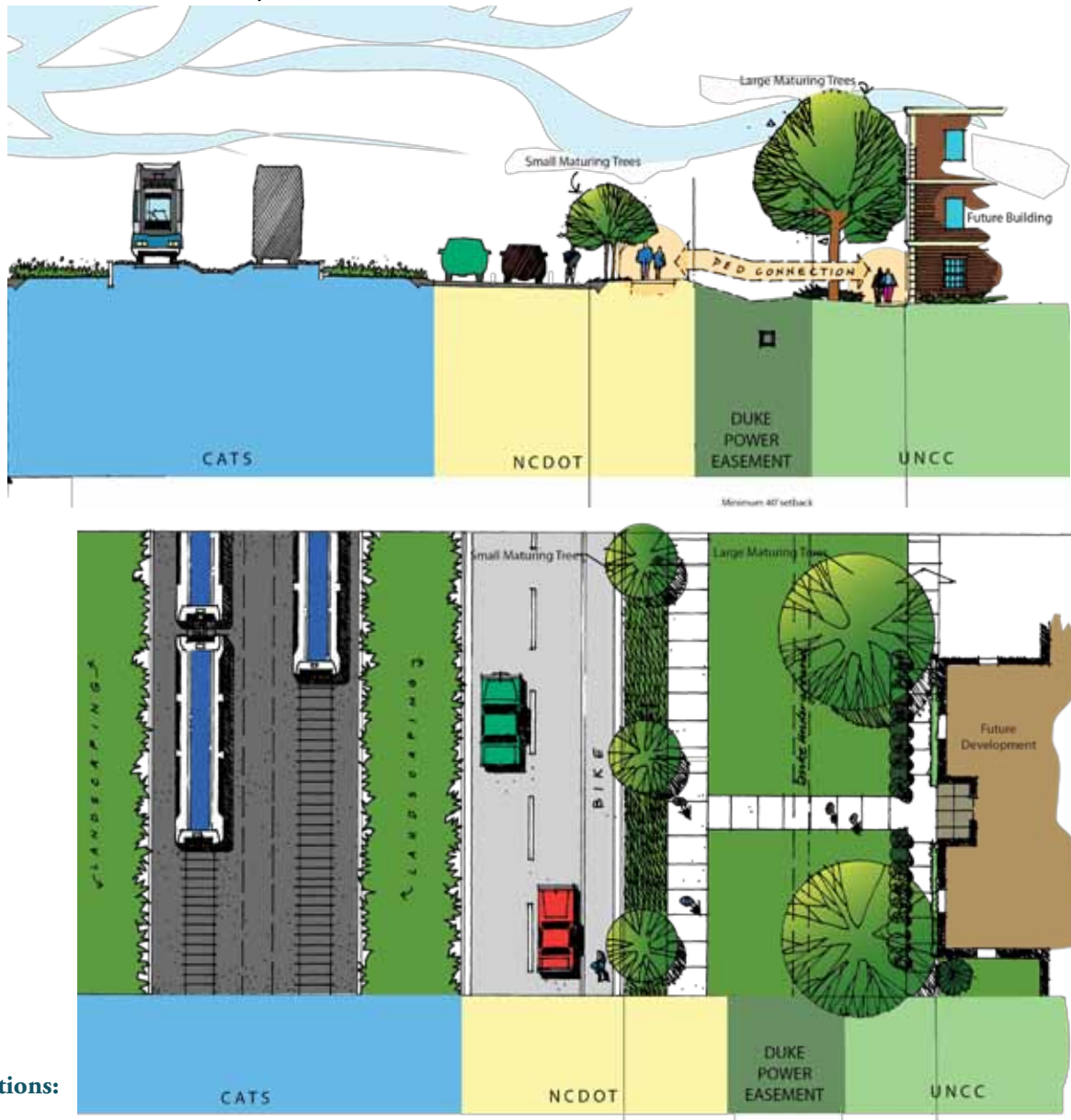
Recommendations:

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



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

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



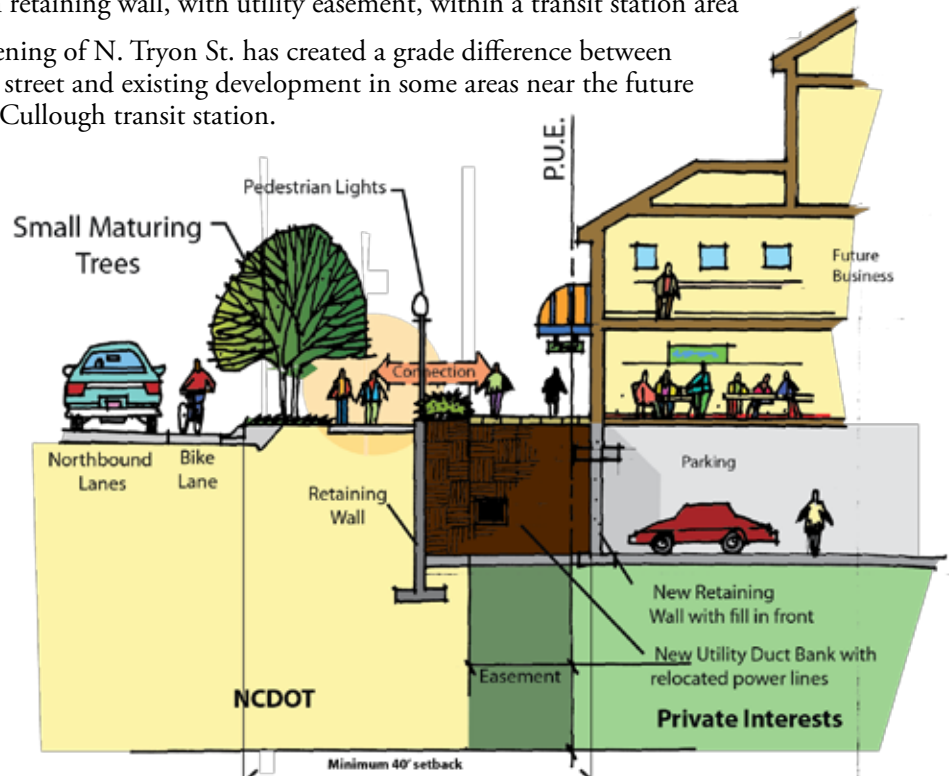
Recommendations:

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

D

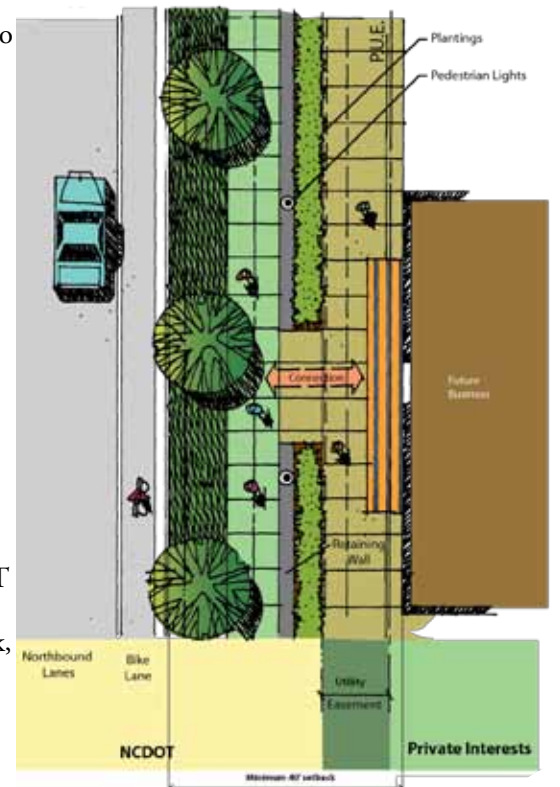
Potential Location: Along BLE Alignment, northbound side of N. Tryon St.

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



Recommendations:

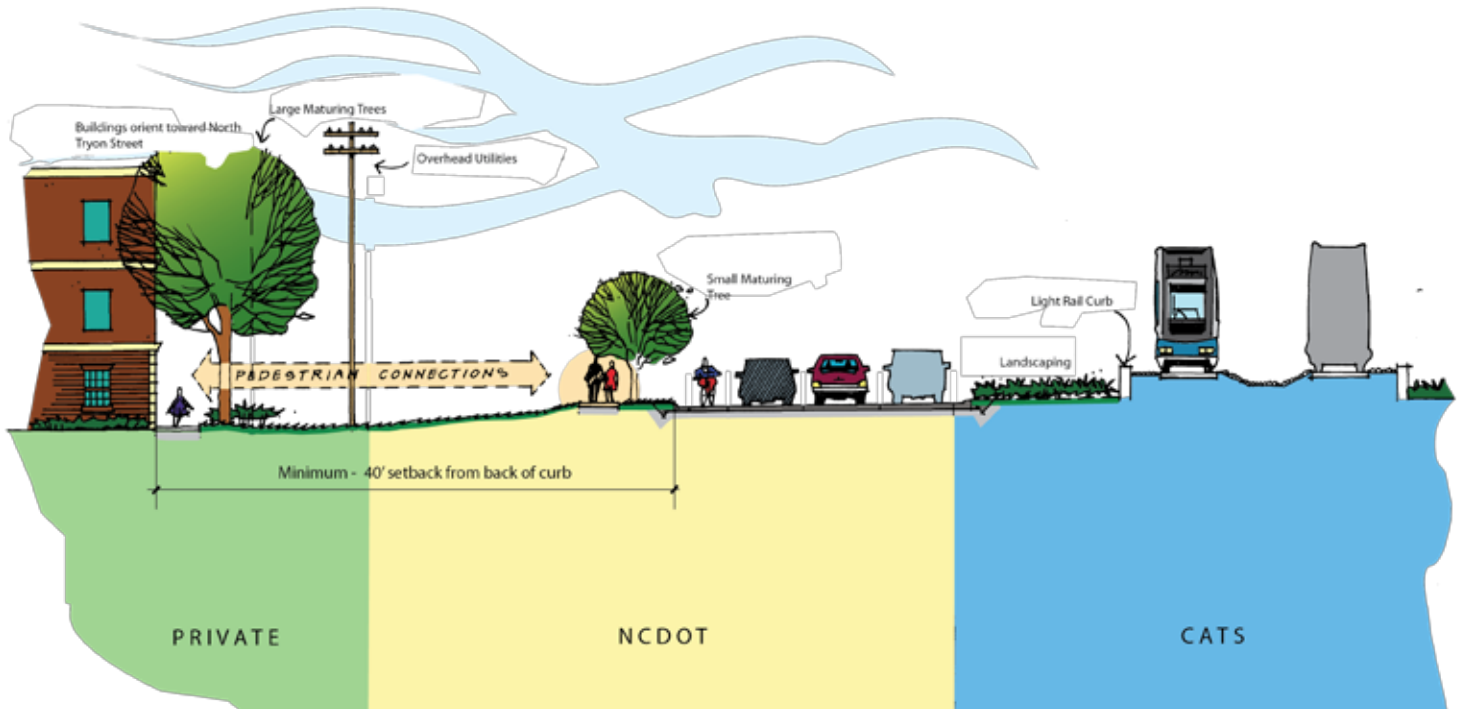
- The desire is to maintain at least a 40' setback from the back of curb to provide a comfortable pedestrian environment.
- Future buildings should provide support for the road by filling between new structural walls and the existing retaining wall to achieve a connection to and orientation toward N.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



E

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

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

**Recommendations:**

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