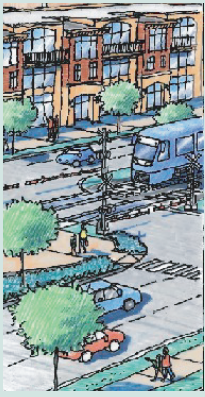


JW CLAY BOULEVARD TRANSIT STATION AREA

Map 6: Plan Area 2 CONCEPT MAP

■ University City Stations



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Concept Plan
Land Use & Key
Community Design



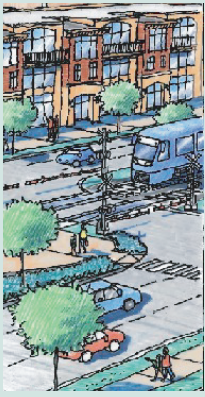
Development Concept

Map 6: Plan Area 2 Concept Map, illustrates the recommended development pattern for the plan area. The UNC Charlotte Main Campus comprises much of the land area and is a centrally located institution within the context of this plan area. Similar to Plan Area 1, the character of development around the future JW Clay Boulevard transit station will experience the most change and, over time, should become a focal point for University City. The extensive greenway system already connects many uses to the campus, and the future Barton Creek Greenway will tie the network to the transit station area. Multi-family development around the UNCC campus is made up of student housing and non-student housing, and both contribute to the viability of the office, retail, recreational, institutional, and civic uses that will continue to develop throughout the plan area.

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



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



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Concept Plan Land Use & Key Community Design

Recommended Land Use

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

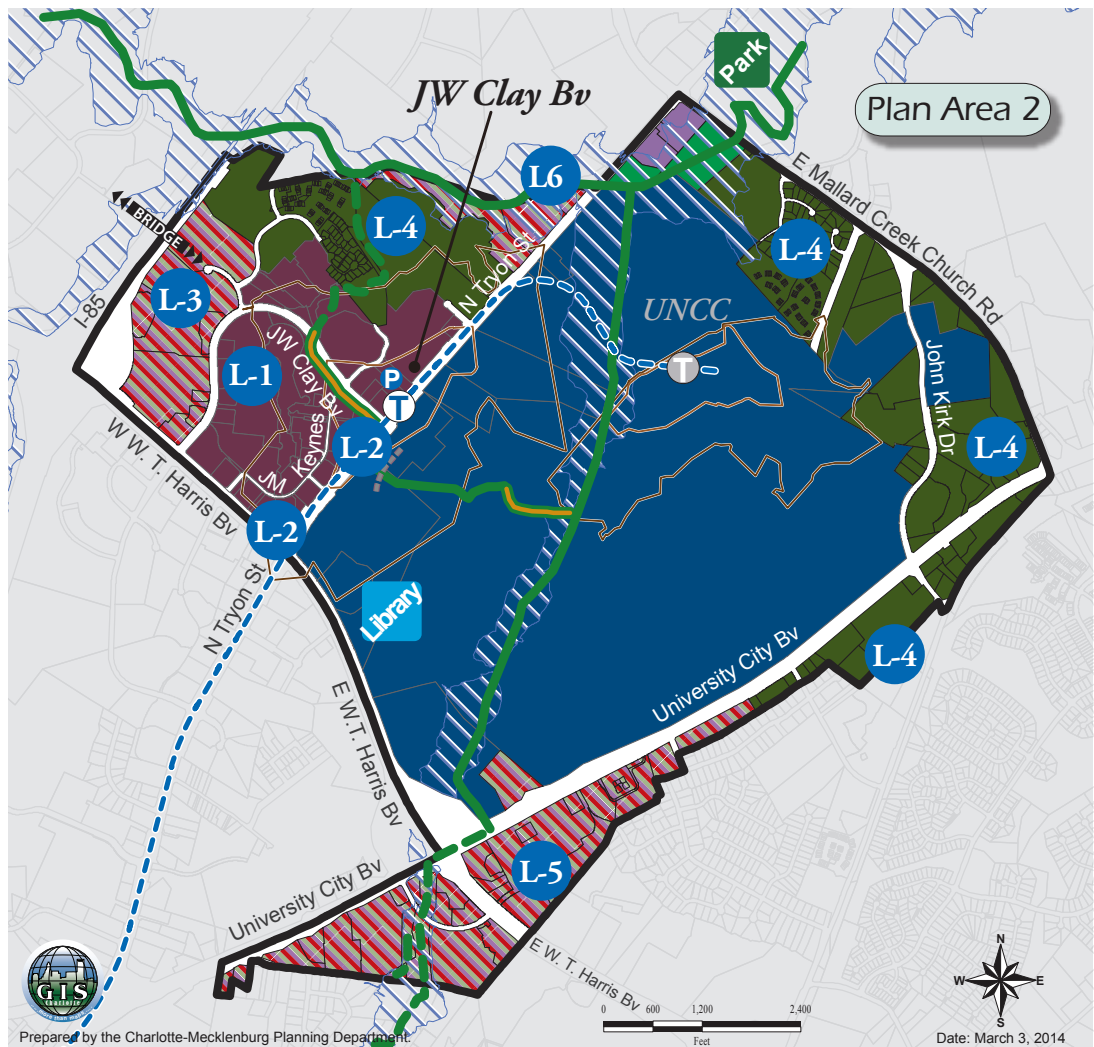
Current and Future Amenities

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

JW CLAY BOULEVARD TRANSIT STATION AREA

Map 7: Plan Area 2 DEVELOPMENT PLAN

■ University City Stations



Land Use & Key Community Design

This section sets forth land use and community design recommendations for the JW Clay Boulevard Transit Station Area and edge areas at the I-85 interchange at WT Harris Boulevard, the UNCC campus, and surrounding residential and non-residential areas.

The entire XXX acre area is within two distinct districts:

- **Transit Station Area:**
The land area along the LRT line and generally within ½ mile of the transit station.
- **General Corridor:**
Areas outside the TSA's that are along major streets, UNCC campus, and adjacent to I-85 interchanges.

The land use recommendations are shown on **Map 7: Plan Area 2 Development Plan**. The recommendations described on the following page are also cross referenced using the item numbers in the Implementation section of this plan.

Development Plan Plan Area 2: JW Clay Blvd Station

The future location of a transit station at JW Clay Boulevard provides an opportunity to reinvigorate the area as it redevelops to a pedestrian-oriented town center. Development should capitalize on this location's superior access to both highway (I-85 and I-485) and light rail transit (LRT), and close proximity to UNC Charlotte and University Research Park among other institutions. As this area redevelops it should maintain compatibility with the character of existing and future development on the UNCC campus and residential dwellings in the area. There will be less auto-oriented development at this I-85 interchange (as compared with that in Plan Area 1) because of the town-center type of development that is anticipated to develop here over time. This means that the character of the area will be oriented to the pedestrian experience, rather than the automobile. Less pedestrian-oriented development will still occur along University City Boulevard, but pedestrian and bicycle accessibility should also be incorporated.



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Concept Plan Land Use & Key Community Design



Site development within a transit station area should offer a "park once" environment. Site design should encourage walking and biking.



Buildings sited close to sidewalks (with parking located in the rear) can be vibrant gathering spaces while also providing pedestrian connections.

Land Use & Key Community Design Policies

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

- The University Place development should redevelop into a focal point for University City by locating several uses within walking distance of each other and the transit station. Civic/institutional uses are also appropriate within transit station areas.
- Provide active ground floor uses along all streets for buildings within 500 feet of the transit station. Uses can be residential or non-residential. Buildings should be brought close to the sidewalk and locate parking in the rear.
- Provide open space and/or pedestrian amenities near the transit station, either as part of development or as an independent feature of the area, when feasible.
- Block lengths should be 400 feet or less to improve connectivity.

L-2 Establish gateways or monuments in key locations in the plan area.

- Potential key sites include the intersections of JW Clay Boulevard and N. Tryon Street, WT Harris Boulevard and N. Tryon Street, and the interchange area at I-85 and WT Harris Boulevard. Alternative locations should also be studied and considered.

L-3 Support mixed-use development in the WT Harris Boulevard and I-85 interchange area.

- On the north side of WT Harris Boulevard, future growth and development should be vertically mixed use or a cluster of buildings that share at least one site amenity such as a plaza, fountain, or pedestrian pathway system,



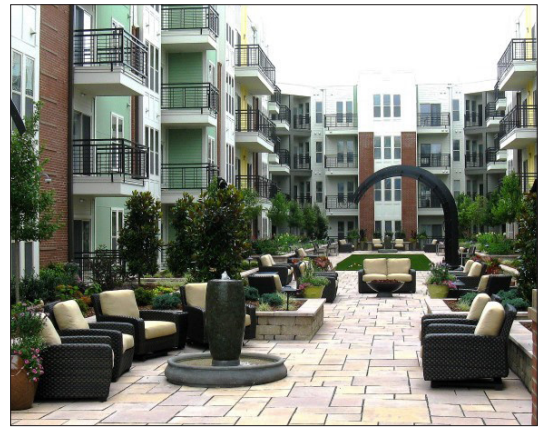
University Place's office, retail, and residential mixture of uses benefit from both passive and active lake use.



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Multi-family as a single use may be appropriate near existing single family neighborhoods in transit station areas.



Buildings should be oriented toward common open space and include features such as furniture and art, like this multi-family development.

Concept Plan

Land Use & Key

Community Design

with other buildings in the complex. Buildings should function as a compact “village” with common pedestrian connections and open space.

- Development near the transit station should maintain a pedestrian oriented character by encouraging buildings that front the street, are of compatible scale with the transit station area, and continue the block structure and street network that support the transit station.
- Industrial uses and freestanding buildings with drive-through’s are inappropriate at this location.
- Any bridge constructed over I-85 should accommodate multi-modal transportation and integrate aesthetic elements into the design.

L-4 Encourage densities between 8 and 22 dwelling units per acre in areas that have been identified for moderate density residential.

- Potential exists for redevelopment of some sites to improve access, design, and connections to surrounding areas.
- Height should be limited to 50 feet for properties along University City Boulevard adjacent to existing neighborhoods, such as College Downs.
- Areas near campus that do not require crossing WT Harris Boulevard, N. Tryon Street, Mallard Creek Church Road, or University City Boulevard may be appropriate for densities up to 30 dwelling units per acre. In such a case, sites should meet community design, mobility, and land use policies adopted in this plan. Buildings should not exceed 50 feet in height. Strong emphasis should be placed on pedestrian and bicycle accessibility to campus.

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

- Future growth and development may be vertically mixed use or a cluster of buildings that share at least one site amenity such as a plaza, fountain, or pedestrian pathway system, with other buildings in the complex. Buildings should function as a compact “village” with common pedestrian connections and open space.
- Future development next to existing low-density residential should be no more than 50’ in height.
- Civic/institutional uses are also appropriate within mixed use areas, especially those that provide administrative support to the UNC Charlotte campus.

L-6 Preserve environmentally sensitive areas as open space, such as those within the floodplain.

- Areas in the floodplain adjacent to Mallard Creek should be utilized as open space, existing uses may remain. Non-residential development is appropriate outside the floodplain.

JW CLAY BOULEVARD TRANSIT STATION AREA

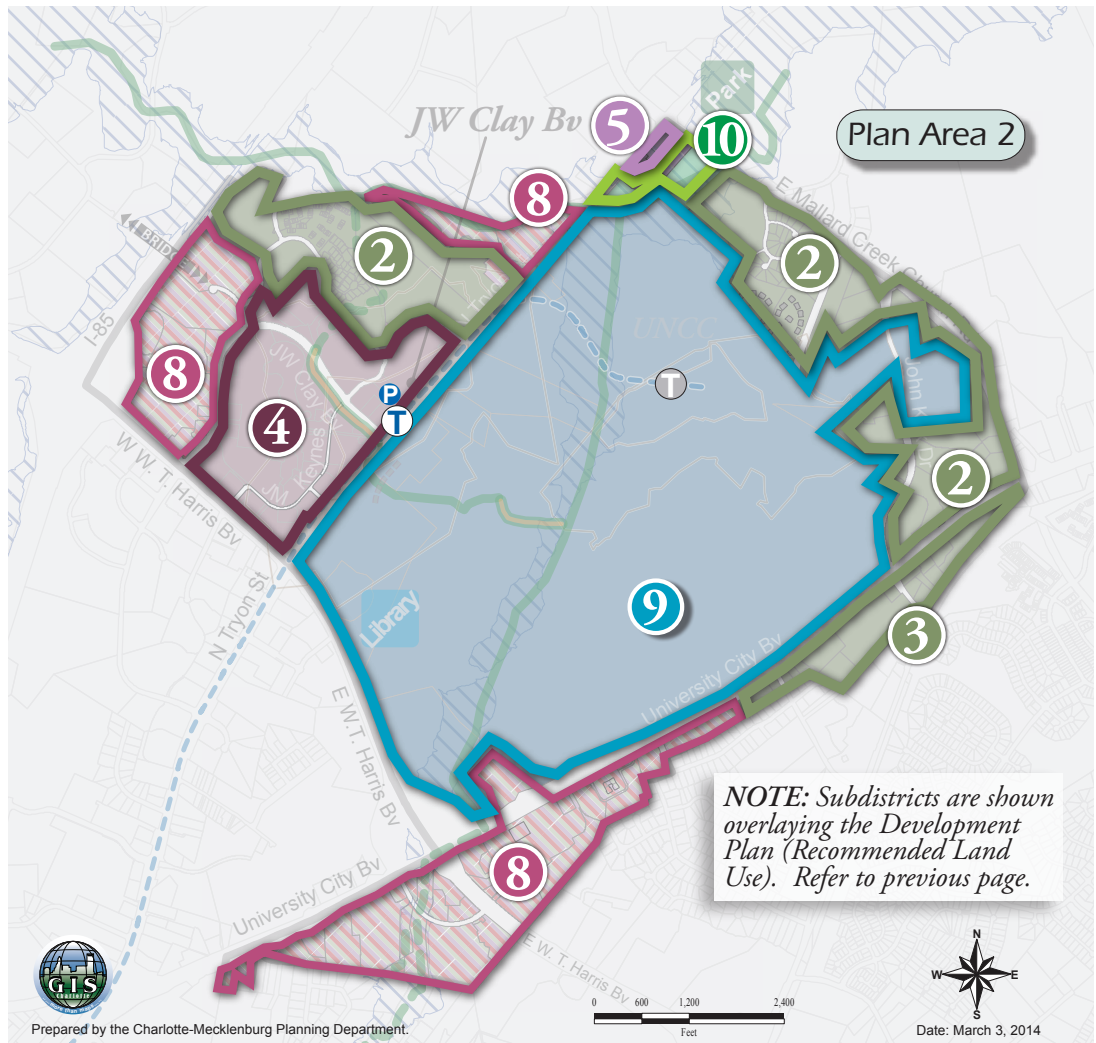
Map 8: Plan Area 2 STRUCTURE PLAN

■ University City Stations



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Community Design



Structure Plan

The intent of the **Map 8: Plan Area 2 Structure Map** is to provide predictability for future development in transit station areas. The map identifies specific areas with desired design and form characteristics to achieve the overall vision of the community. These additional policies should be used to guide the rezoning and development process.



Concept Plan Land Use & Key Community Design

JW CLAY BOULEVARD TRANSIT STATION AREA

Plan Area 2 STRUCTURE PLAN

■ University City Stations

SUBDISTRICTS			
Sub-district	Desired Uses	Typical Building Types	Desired Height
①	Low Density Residential	Single family houses. Redevelopment to vertically mixed use buildings ONLY with consensus from property owners.	Up to 50'
②	Moderate Density Residential	Single Family Houses, duplex, townhomes, condominiums, apartments.	Established by Ordinance Requirements
③	Moderate Density Residential	Single family houses, duplex, townhomes, condominiums, apartments.	Up to 50'
④	Transit Supportive Uses	Building should contain a mix of uses. Typically non-residential on the ground floor and moderate density residential on upper stories. Buildings should orient toward and address the street. For new development adjacent to single family zoning districts, the 40' base height shall be increased 1' in height for every 10' in distance the building is from the required setback.	Established by Ordinance Requirements
⑤	Corridor Office	Low- to moderate-rise office buildings. May include a mixed-use component.	Established by Ordinance Requirements
⑥	Corridor Mixed Uses	Vertically mixed use or a cluster of buildings that share at least one site amenity such as a plaza, fountain, or pedestrian pathway system, with other buildings in the complex.	Up to 50'
⑦	Corridor Mixed Uses	Vertically mixed use or a cluster of buildings that share at least one site amenity such as a plaza, fountain, or pedestrian pathway system, with other buildings in the complex. Industrial locations should remain and expand.	Established by Ordinance Requirements
⑧	Corridor Mixed Uses	Vertically mixed use or a cluster of buildings that share at least one site amenity such as a plaza, fountain, or pedestrian pathway system, with other buildings in the complex.	Established by Ordinance Requirements
⑨	Civic/ Institutional	Low- to moderate- rise office or civic buildings. May include a mixed use component.	Established by Ordinance Requirements
⑩	Open Space/ Park/ recreation	Open Space, passive and active recreation.	Established by Ordinance Requirements
<i>Subdistricts shown in gray text are not recommended for this station area.</i>			